

Latitude 38

VOLUME 89, NOVEMBER 1984

CIRCULATION: 37,000



BULK RATE

U.S. POSTAGE

PAID

SAN RAFAEL

Permit No. 210

THE SAILBOAT SHOP

PROUDLY PRESENTS THE NEW

MERIT MAGNUM 30

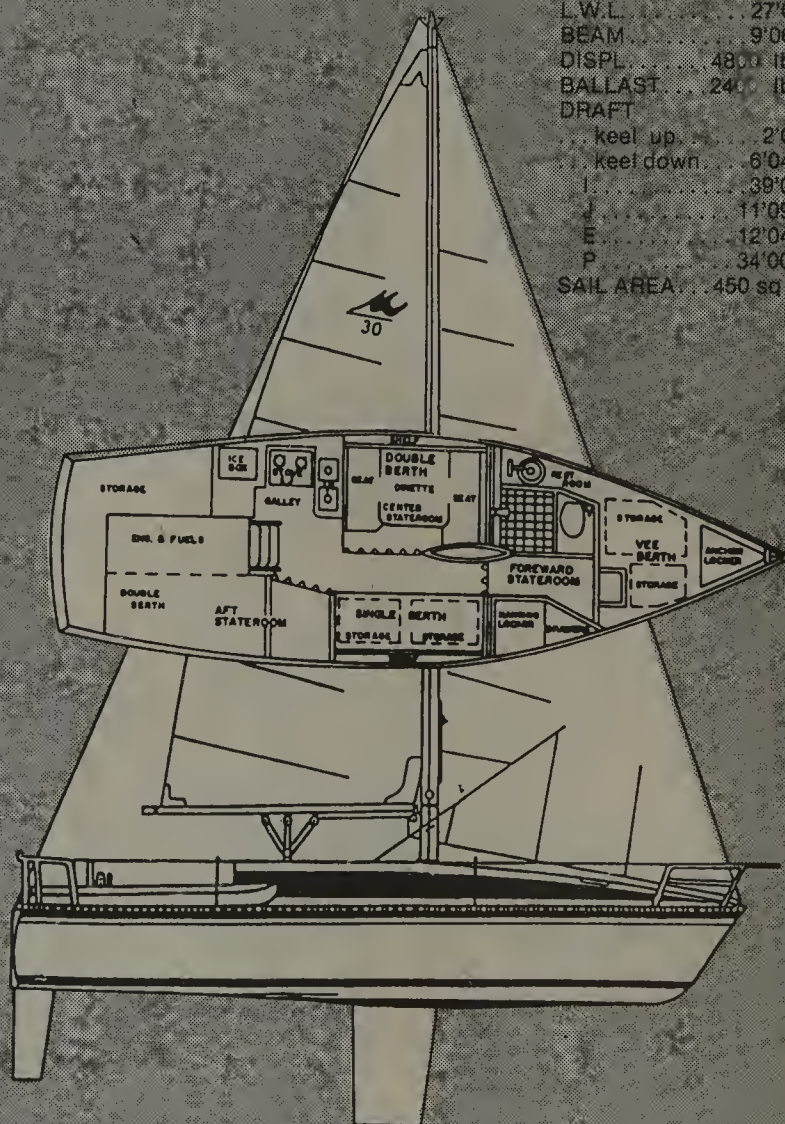
The Magnum is a 30-ft boat designed as a cruiser that will beat the racers. She has all of the creature comforts that one would expect from a company of Merit's renowned reputation. Her long waterline ensures excellent performance on any point of sail. Six foot plus standing headroom throughout are only some of the amenities that come standard on your new Merit 30.

When Merit builds their boats, safety goes in before the name goes on. The Magnum is no exception. Full foam flotation for a unique margin of safety coupled with the latest coring methods throughout the boat ensure a protection not offered by any other manufacturers. All state-of-the-art hardware by Harken, Edson, Schaefer, etc. are standard on your boat. The 50% ballast to displacement ensures you of a very stiff and stable cruising performance. For your convenience, all halyards lead aft.

Auxiliary power is supplied by Volvo, the quality leader in the field. A 3-bladed prop, powered by a gas or diesel engine, provides maximum power under power, and a retractable prop for maximum performance under sail is available. No other boat company even comes close to supplying the performance of your new Merit Magnum.

SPECIFICATIONS

L.O.A.	30'0"
L.W.L.	27'0"
BEAM	9'06"
DISPL.	4800 lbs
BALLAST	2400 lbs
DRAFT	
keel up	2'0"
keel down	6'04"
J	39'0"
J	11'09"
E	12'04"
P	34'00"
SAIL AREA	450 sq ft

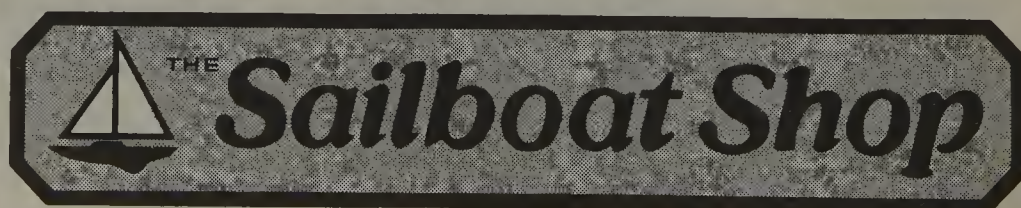


Standard Equipment

- Off-white deck w/non-skid surface
- Complete inner hull liner
- Fabric headliner
- Lead ballast keel
- Foreward hatch
- Main cabin sliding door
- Forward cabin sliding door
- Winch handle
- Anodized aluminum mast & boom
- Stainless steel halyards
- Bow & stern pulpits
- Marine head
- Lazarette & cockpit seat lockers
- Electrical package
- Bilge pump
- Genoa tracks w/cars & blocks
- Teak interior
- Dual speed primary winches
- Halyard winches
- Windows & opening ports
- Anchor Locker
- Standard main & jib 10:1
- Traveler control system
- Safety & equipment package
- Cabin cushions
- Hanging lockers
- Cabin curtains
- Jiffy reefing hardware
- Adjustable clew outhaul
- Reel point in the main

COMPLETE SAILAWAY PACKAGE:

\$39,950



2639 BLANDING AVENUE, ALAMEDA, CALIFORNIA 94501 • PHONE (415) 521-5900

STEP RIGHT UP, FOLKS!



Offshore Marine Photography

CARNAVAL*

Bill Keller of Monterey Bay knows that sailing is always a bit of a circus. And his Santana 35 "Carnaval" put on a good show with five 1st place finishes in division and a tie for the overall trophy in the MBYRA 1984 series.

"Carnaval" was also first in class in this year's Año Nuevo Race.

Bill bought Pineapple sails because he wanted his Santana to be a roller coaster, not a merry-go-round.

Isn't it time you started dealing with a sailmaker who could work a little magic for you? Call for a quote while our fall discount is in effect!

FALL DISCOUNT NOW IN EFFECT .

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland • Boaters Supply in Redwood City



SAILMAKERS
(415) 444-4321

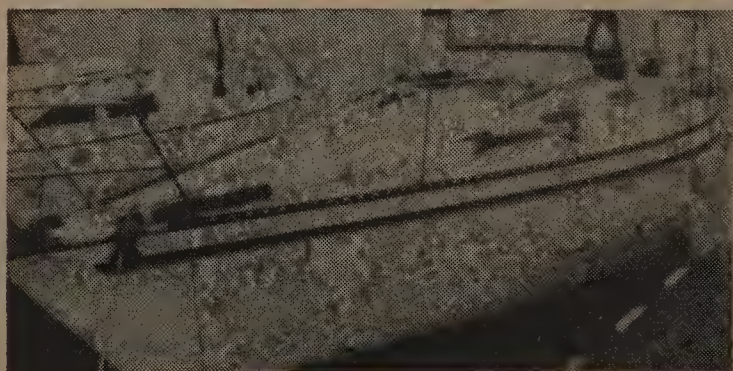
*Powered by Pineapples

Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321



PASSAGE YACHTS



SANTANA 30—1976

Beautifully refurbished with hull and spar paint, new oversized rigging, new dodger, three new sails plus extra bags. Diesel, loran. Loads of extra gear. Seriously for sale. **\$33,000**



FARALLONE 29—1976

Extensively cruise equipped with 6 man liferaft and survival gear. Top of the line windvane, complete ground tackle, electronics and five cruising head sails. Will include \$18,000 worth of cruising gear.

REDUCED \$39,500



GULF 29 PILOTHOUSE—1981

Classic pilothouse cruiser with a modern underbody. Wheel steering in cockpit or steer with autopilot. 6'2" headroom throughout. Diesel engine, VHF, depth, knotmeter w/log, rollerfurling jib & pressure water. Two boat family needs to sell. **\$35,750**

SELECT BROKERAGE

- 22' SANTANA 22, 1973, New rigging, well equipped6,500
- 24' CAL 2-24, 1969, Good starter boat, Heavy rigging7,500
- 25' MERIT 25, 1979, 14 sails, new LPU16,900
- 26' COLUMBIA MK II, 1969, Priced to sell11,000
- 26' INT'L FOLKBOAT, 1978, Windv, RDF, Spinn. Dodg. .23,000
- 26' BALBOA 26, 1969, Roomy family boat11,000
- * 26' PEARSON 26, 1975, Two from13,500
- 26' CONTESSA 26', 1983, Full keel cruiser, sacrifice30,000
- 27' ALBIN VEGA, 1974, Excellent condition, Full keel ...23,000
- 27' SANTANA 27, 1971, Diesel, spinnaker, very nice18,000
- * 27' ERICKSON, 1976, Three from22,000
- 27' CAL T/2, 1973, Fast, sweet sailer15,500
- 27' CATALINA, 1973, Wheel steering15,200
- 27' O'DAY, 1976, Nice starter boat22,500
- 27' COLUMBIA 8.3, 1978, Inboard clean, roomy28,500
- 27' CAL 2-27, 1976, Popular one-design class23,000
- 28' PEARSON 28, 1977, Excellent condition, nice equip. .31,500
- 28' NEWPORT 28, 1978, Diesel26,500
- 28' O'DAY, 1979, Wheel steering, Diesel32,000
- * 28' HERRESHOFF 28 Ketch, 1950, Very nice, unmodified 17,000
- * 28' CAL, 1967, Inboard, good value14,900
- * 29' FARALLON 29, 1975, Full keel cruiser, two from ...39,500
- * 29' CAL 2-29, 1978, Diesel, wheel, Orinda auto-pilot ...31,500
- * 29' GULF PILOTHOUSE, 1981, Furling Jib, Auto-pilot ...35,750
- * 29' CASCADE, 1965, Diesel, nicely maintained22,500
- 30' ARLBERG ODYSSEY YAWL, 1969, Gd. Cruiser, Clean 38,950
- 30' DUFOUR, 1969, Arpege New epoxy bottom, LPU ...29,000
- 30' J-30, 1979, loads of gear, race or cruise43,500
- * 30' SANTANA, 1976, diesel, new paint and sails, loran ...35,000
- * 30' PEARSON 30, 1973, Very clean28,500
- 30' ALBIN BALLAD, 1978, So. Pac. vet Bristol39,000
- 31' MARIAH 31, 1978, Blue water vessel61,500
- 32' COLUMBIA 9.6, 1976, Allen Payne Design39,500
- 32' ERICKSON 32, 1974, wheel, 1pg stove, 110v, 4 sails ...32,000
- * 32' ISLANDER 32, 1977, Wheel, combi, like new49,500
- * 33' RANGER 33, 1977, Excellent Condition46,000
- 33' HUNTER 33, 1982, Like new, roomy interior44,000
- 33' CHEOY LEE CLIPPER KETCH, Loaded62,000
- * 33' YAMAHA 33, 1979, As new, stiff bay sailer REDUCED 46,000
- * 33' TARTAN 10, 1979, Race equip. well kept ..REDUCED 27,500
- 34' CORONADO 34, 1967, new LPU hull pnt., good gear .34,950
- 34' WYLIE 34, 1980, Race equipped, Loran C59,000
- 35' ALBERG 35, 1964, Diesel, H&C water40,000
- 35' ERICKSON, 1975, Two from49,500
- 35' JASON 35, 1979, Superb cruiser, excellent condition .88,900
- 36' ISLANDER 36, 1974, Two from55,000
- 36' PEARSON, 1973, Ocean ready, life raft61,000
- 37' TARTAN 37, 1982, Loran, single side band bristol ...95,000
- 37' PEARSON 37, 1982, Rod rig, loran, beautiful84,000
- 37' GULFSTAR 37, 1979, Two from80,000
- 37' ALBERG 37, 1972, LPU, loaded, beautiful70,000
- 37' ISLAND TRADER KETCH, 197763,000
- * 38' NORTHEAST 38, 1968, European yard, So. Pac. vet. .68,000
- 38' OLSON 38 SLOOP, 1969, Swedish construction56,500
- * 38' C&C LANDFALL, 1980, hood seafurl, combi. reduced 88,950
- 39' FREYA 39, 1978, Radar, Weather FAX, new diesel ...115,000
- * 39' CAL 39, 1971, Two from67,500
- 40' PACIFIC 40 YAWL, 1958, Excellent European yard ...74,500
- 40' KETTENBERG, 1961, Wood, South Pacific Veteran ...45,000
- 41' PERRY 41, 1979, perkins, wheel, teak decks, a beauty ...159,000
- * 41' MORGAN OUTISLAND, 1974, Three from74,500
- 41' CT 41 KETCH, 1975, Customized, bristol, reduced ...63,000
- * 41' OVERSEAS 41 KETCH, 1975, Cruise Ready69,000
- 43' ENDEAVOUR, 1979, Center Cockpit Ketch149,000
- 45' CUSTOM NEW ZEALAND KETCH, 1974, REDUCED .108,000
- 46' MORGAN KETCH, 1979, Cruise equipped172,500
- 50' GULFSTAR KETCH, 1977, South Pacific Veteran185,000

Jack Wolda, Broker

*Located at Brickyard Cove

NEW LISTINGS INVITED

1220 BRICKYARD COVE ROAD

FEATURED BROKERAGE

FROM YOUR PERFORMANCE CRUISING CENTER



PEARSON 37—1982

An as new, quality yacht outfitted with the best gear from roller furling and hydraulic backstay to loran and tod rigging. This is an excellent choice in a well finished yacht well below replacement.

\$84,900



NORTHEAST 38 YAWL

Capable offshore cruiser. Built in Holland by Le Compte. Fully equipped for passage making with auto-pilot, sat nav, ham radio, diesel, life raft, 4 anchors, boston whaler. Numerous custom cruising features for the serious cruiser.

\$68,000



ERICSON 35—1976

Attractive, warm interior with hot/cold water, shower, T.V. Partial list includes wheel steering, dinghy, outboard, dodger. This lightly used yacht has enjoyed T.L.C. Fresh bottom paint, 5 coats varnish, and engine tune up.

\$49,500



ALBERG 37—1972

Excellent offshore cruiser and liveaboard. Comfortable accommodations. Fully equipped: 7 sails, dodger, windvane, refer, electric and diesel heater, stereo, autopilot, loran, Westerbeke diesel and much more. Very well maintained. MUST SEE!

\$70,000



1975 ISLANDER 36

This very popular Bay Area one design yacht is well equipped with VHF, AWI, windspeed, depthsounder, knotmeter, RPF, and shore power. Anxious owner has just reduced to

\$53,000

Sistership



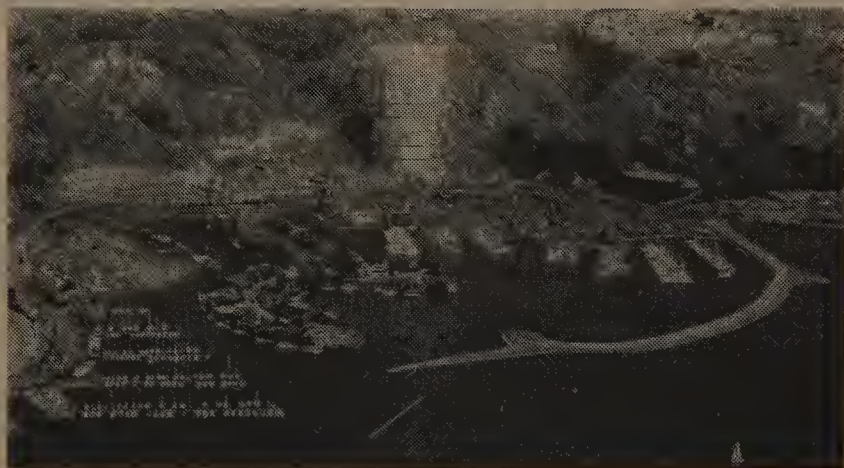
ISLANDER 32—1977

Thoughtfully rigged with halyards led aft, self-tending jib plus working jib, self-tailing winches, and wheel steering. Combi instrumentation. ICOM VHF. A very clean and handsome teak interior. Bristol.

\$49,500

PT. RICHMOND 415/236-2633

Closer than you think



Come and see!

BRICKYARD COVE MARINA

Only 9 miles from Larkspur Landing, 9 miles from Berkeley Marina, 14 miles from Oakland, and 19 miles from San Francisco. A great location, a warm and sunny climate, clean air, and easy parking near your slip. And every day is a boat show!

- ★ 250 berths
- ★ dry storage with 3-ton hoists
- ★ commercial office space
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- ★ restaurants
- ★ yacht dealers

ALL'S FARE (great food at the Marina's restaurant) ★ **BRICKYARD COVE MARINA**

BRICKYARD LANDING (Sales Center) ★ **JIM DEWITT ART STUDIO**

JONATHAN LIVINGSTON DESIGNS ★ **QUESTA ENGINEERING** ★ **SOBSTAD SAILS**

BRICKYARD COVE YACHTS ★ **PASSAGE YACHTS**

TATOOSH MARINE ★ **WAYNE MARINE** ★ **WINDCIRCLE SAILING YACHTS**

offering you the full spectrum of large and small, cruising and sailing yachts, including

Beneteau 29	Beneteau 435	Cape Dory	Golden Wave 55	Passport 42
Beneteau 305	Beneteau 456	Etchells 22	Liberty 458	Passport 42 Pilothouse
Beneteau 325	Beneteau 11.5	Golden Wave 38	Panda 34	Passport 47
Beneteau 345	Beneteau FC 10	Golden Wave 42	Panda 38	Passport 51
Beneteau 38	Beneteau Wizz	Golden Wave 48	Passport 40	Tatoosh 42
Beneteau 42				Tatoosh 51

and a wide variety of experienced yachts.



BRICKYARD COVE MARINA

1120 Brickyard Cove Road/Pt. Richmond 94801
(415) 236-1933

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Jibe at #4

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NEW & HOT

BENETEAU FIRST CLASS 10

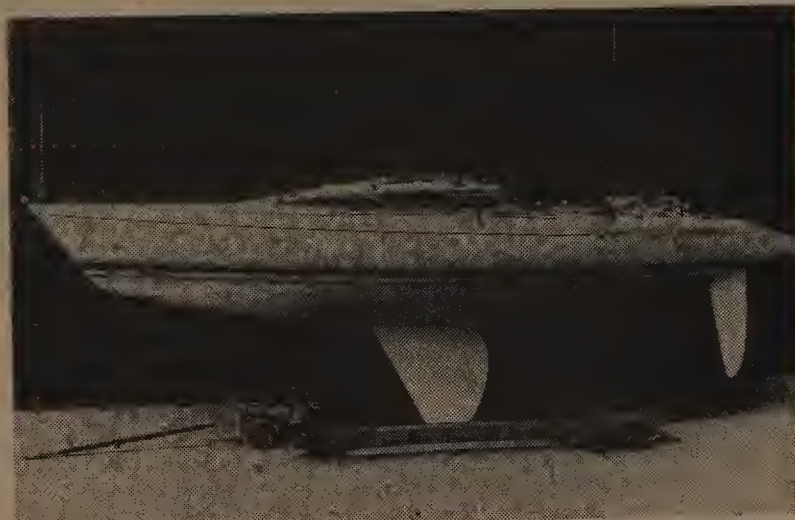


LEAN, CLEAN and COMPETITIVELY MEAN
A very fast all out racer from Europe's premier builder.

Winner of YRA Division H

Now at our docks for those who insist on being in the **FIRST CLASS**

BENETEAU ONE TON

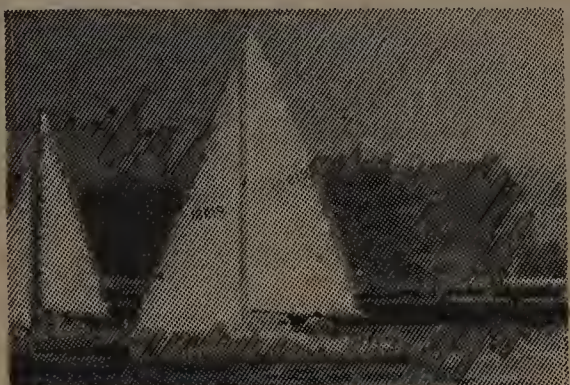


Aimed squarely at the one ton world championship. State of the art construction designed by a team of Europe's best having 7 world championships as credentials. The 1st boat in the U.S. is now winning consistently. In limited production, a boat for the **VERY SERIOUS RACER**

PASSAGE YACHTS
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O'NEILL YACHTS

The Ultra-Light Experts.



Moore 24, 1977: This boat has maintained its integrity & shows beautifully. Priced to move, \$14,900.



Cal 2-27, 1979: Diesel, virtually new in every respect. Asking \$29,000.



Cal 2-25, 1979: Inboard Diesel, clean, one owner, numerous electronics, a steal at \$19,500.



Express 27: "Like new" - never raced-full sail inventory with trailer. \$28,900.

**YOUR
DEALER
FOR**

Moore
Express
Olson
Holder
Hobie
Cal

and the
Mercury
Class
Sloop



SELECTED BROKERAGE

SAIL

Size	Manufacturer	Year	Price	Size	Manufacturer	Year	Price	Size	Manufacturer	Year	Price
19'	Rhodes	1974	2,800	25'	Catalina	1979	16,500	34'	Dash	1982	49,950
20'	Holder (like new)	1984	9,950	25'	Cal 2-25	1979	23,500	34'	Islander	1980	47,500
20'	Cal (new sails)	1964	4,995	26'	Pearson Ariel (inboard)	1965	13,500	35'	Erickson (loaded)	1972	62,500
20'	Cal 20 (totally restored)	1965	7,995	27'	Cal	1971	16,500	37'	Swan	1972	89,000
21'	Burns (reduced)		12,900	27'	Cal 2-27 (like new)	1979	29,000	38'	Farallone Clipper	1957	65,000
21'	Wilderness (reduced)	1978	9,950	27'	O Day	1976	23,900	40'	Olson (1/2 interest)	1983	69,950
21'	San Juan	1976	6,600	27'	Santa Cruz (2 from)		14,000	POWER			
21'	Balboa	1978	6,500	28'	Maire	1982	28,500	24'	Skipjack - turbo	1980	40,000
23'	Ranger	1976	11,950	30'	Chuck Burns	1981	35,000	25'	Carver	1974	22,500
23'	Pearson Electra	1961	7,850	30'	Erickson (reduced)	1968	28,000	26'	Shamrock - turbo	1980	37,500
24'	Moore (2 from)	1976	15,500	30'	Olson (2 from)	1982	25,000	47'	Monk	1962	95,00
24'	Columbia	1964	7,500	31'	Cal 31 (2 from)	1980	46,600				
25'	Santana 525	1980	15,500/ offer	33'	Norwest	1978	55,000				

O'NEILL YACHTS
SANTA CRUZ

2222 East Cliff Drive Santa Cruz, CA 95062

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Where it's happening fast!



The Nelson Ship's Decanter, an exquisite holiday gift for a mariner friend, or for yourself!

What you should know about British Navy Pusser's Rum[®]

The sea and rum are synonymous, and no rum is more akin to the sea and to the seaman than is PUSSEY'S. For well over 300 years, from before the days of Nelson, wooden ships and iron men, the Royal Navy dispensed PUSSEY'S RUM daily to the crews of their ships—and usually a double issue before battle. First introduced into the Navy in 1655 as a substitute for beer, by 1731 it was in general use.

The story of rum in the Navy is largely that of social change, both in England and the Royal Navy. From 1650 and throughout the 18th century, shipboard life was incredibly difficult, and to make life bearable, rum played its part in reducing sensitivity. Then too, personnel requirements were different in the old Navy; the mental alertness for packing a cannonball into a muzzle loader was far different than that required to operate a modern weapons system.

The daily issue of PUSSEY'S RUM was finally abolished in 1970. The reasons for abolition were much the same as for reductions in the past, that is the men were much more efficient without it, and in a highly technical and sophisticated Navy no risk or margin for error which might be attributable to rum could be allowed.

So it was that on July 31st, 1970, tradition ended. The last tot of PUSSEY'S was drunk on board Their Majesties' Ships.

The Royal Navy Sailors' Fund—more commonly called 'The Tot Fund'

—is for active duty sailors, and receives a substantial donation from the sale of each bottle of BRITISH NAVY PUSSEY'S RUM. And so it is that the PUSSEY'S tradition still lives and carries forward with the Navy as it has for 350 years.

And the name "Pusser's"? It's nothing more than a corruption of the word "Purser." For hundreds of years, the jack tars of the Royal Navy have referred to the "purser" as the "pusser"—and anything which came from the purser was called "pusser's"—and still is today!

BRITISH NAVY PUSSEY'S RUM is the same superb rum that was standard issue in the Royal Navy during which period it was never commercially available. It is said by connoisseurs to be more like a fine cognac than a rum with a full, rich flavor and a smoothness which are unsurpassed. It is a sipping rum which may, of course, be mixed, but if you try it neat we think you'll agree that it is the finest rum you have ever tasted.

For How To Find Pusser's Rum

We suggest that you enquire at your local liquor mart, and if they don't have it, ask that they order it for you. Or if you wish, write or telephone Mr. Tom O'Brien, The Paddington Corp., 30 Rockefeller Plaza, New York, New York 10112. Telephone (212) 408-8000. He will help you find it.

PUSSEY'S... Truly the world's finest rum!

As served on board ships of Britain's Royal Navy for 300 years.



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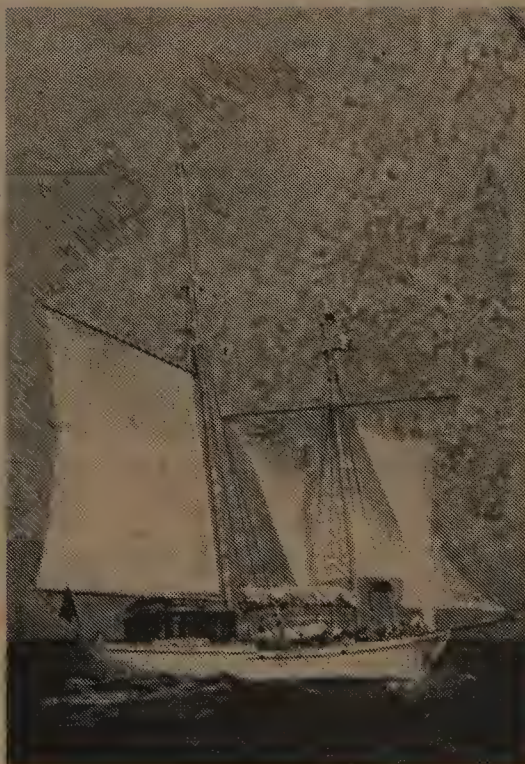
LA FILLE D'OR — 58' L. Francis Herreshoff Ketch. In our humble opinion the finest wooden sailing yacht for sale on the west coast. Beautifully constructed in New Zealand utilizing the finest hardwoods in her cold molded hull. Her interior can only be described as breathtaking. Four double staterooms make her ideal for charter work or luxury cruising. To duplicate her in this country would cost a million dollars. She awaits your inspection in Sausalito at \$615,000.



45' Garden Porpoise. Aft cabin, fiberglass hull, teak interior, GM diesel, just refurbished. **\$145,000.**



Northeast 38 by Le Compte. A very rare offering on this coast. This veteran cruiser has just been refurbished and is ready to go. Great buy at **\$68,000.**



1979 Galvanized Steel Hull 54' Schooner. Antique European hardwood, porcelain & leather upholstered interior, 4 watertight bulkheads w/hatches, etc. Perfect North Pacific cruiser. **\$285,000.** Contact Steven Burchell for more information. (415) 332-5311.



Pegasus — 55' Ketch. A handsome Edson Shock design built by Fellows and Steward. South Pacific vet in bristol condition. **\$195,000.**



154' Aluminum Schooner. Launched 1982. Twin Cat diesels, 3 generators. Incredible vessel. **Inquire.**

SELECTED BROKERAGE

SAIL		
103'	Steel Staysail Schooner.....	\$2,400,000
70'	Deerfoot Cruising Ketch.....	565,000
60'	Gulfstar Centerboard Sloop.....	475,000
60'	Steel Sloop.....	165,000
58'	Spaulding Cruising Sloop.....	164,000
55'	Fellows And Stewart Ketch.....	195,000
55'	Mull Aluminum Racer/Cruiser.....	195,000
54'	Von der Meer Steel Motorsailer.....	275,000
54'	Gaff Rigged Galvanized Schooner.....	285,000
52'	Farr Racing Sloop.....	255,000
51'	Formosa Ketch.....	140,000
50'	Alden Centerboard Ketch.....	129,000
50'	Rhodes Centerboard Yawl.....	120,000
50'	Gulfstar Ketch . . . 2 Available.....	Inquire
50'	Columbia . . . 2 Available.....	Inquire
50'	Cheoy Lee Ketch.....	170,000
48'	Swan.....	245,000
47'	Cheoy Lee Ketch.....	135,000

47'	Olympic Offshore Cruising Ketch...	125,000
47'	Gulfstar . . . 2 Available.....	Inquire
47'	Sparkman & Stephens Sloop.....	170,000
46'	Island Trader Ketch.....	195,000
45'	Mull N.Z. Sloop.....try	130,000
45'	Alden Fuji Mark II Ketch.....	195,000
45'	Coronado Sloop.....	130,000
45'	Hardin Ketch . . . 2 Available.....	Inquire
44'	Cheoy Lee Ketch.....	162,500
44'	Luders Sloop.....	94,500
44'	Perry LaFitte cutter.....	217,000
43'	Swan.....	109,000
43'	Hans Christian cutter.....	135,000

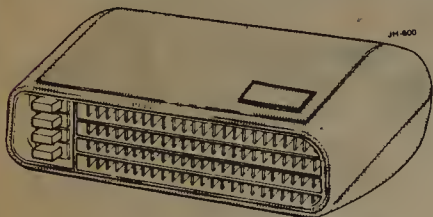
43'	Endeavour Ketch.....	149,000
43'	William Garden Ketch.....	130,000
42'	Rhodes Sloop.....	57,500
41'	Gulfstar Sloop.....	90,000
41'	Cooper Sloop.....	119,000
41'	Ericson Sloop.....	60,000
41'	Morgan OutIsland . . . 2 Available..	Inquire
	Ketch or Sloop	
40'	Cutter Rig Oil Screw.....	74,500
40'	Cheoy Lee Offshore . . . 2 Available	Inquire
	Yawls	
40'	Trintella Ketch.....	129,000
39'	Landfall Pilothouse Cutter.....	84,000
37'	Island Trader Ketch.....	63,000
37'	Fisher Motorsailer.....	125,000
36'	Pearson Ketch.....	71,500
36'	Islander Sloop.....	70,000
36'	Double Headsail Ketch.....	95,000
36'	Mariner Polaris Cutter.....	82,000

Boaters Supply

NOVEMBER SALE

PRICES GOOD THRU 11/30/84

INTERMATIC. Heatwave™



Compact forced air instant electric heater. Push-button control for hot, warm or fan only. 1500 watt/5120 b.t.u. output. Adjustable thermostat, safety shut-off and housing.

MODEL JH-600.

List: \$51.95

SALE \$38.96



DEODORIZED KEROSENE

\$4.89 / Gallon



chuck roast

BLUE WATER PILE

100% polyester hollow fibers for maximum warmth with minimum bulk. Proven in the Whitbread and BOC Round-The-World races, Blue Water Pile is ideal for winter racing or off-shore cruising. **Model Closeout!**

	List	Sale
Jacket	\$53.90	\$29.95
Pants	39.00	21.95
Vest	37.00	19.95

**SAVE
OVER
40%!**

HEATER HEADQUARTERS

WE HAVE THE BEST SELECTION
AND PRICES IN THE BAY AREA!



COZY CABIN HEATER

**NEW
PROPANE
MODEL**



This simple & reliable stainless steel, brass & bronze heater is now available in propane. Thermo-couple assures 100% flame failure shut-off. 12,000 b.t.u. output.

MODEL FT 100PR

List: \$285.00

Sale \$255.00

MODEL FT 100D Diesel/Kerosene

List: \$245.00

Sale \$209.00

HIGH SEAS DIESEL HEATER



NEW SIZE!

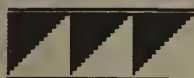
8 1/2" shorter; 9,000 b.t.u.s; dry heat; quick start; simple operation; a cruising man's heater. Dimensions: 24"H, 8"W, 4 1/2"D.

Model 50 Introductory Special:

Brass \$425.00

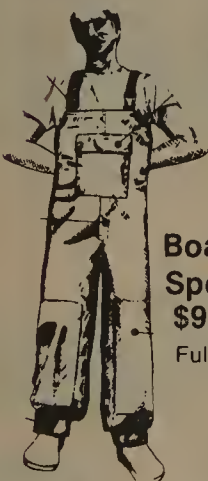
Stainless steel ... \$379.00

WE STOCK A COMPLETE SUPPLY OF
FLUE PIPE AND SMOKE HEADS TO FIT
MOST HEATERS AND STOVES.



HIGH SEAS® FOUL WEATHER GEAR

We guarantee this is the best value you will find on the water. Heavy nylon twill fabric is coated with DuPont Neoprene® plus thermal taped seams for maximum waterproofing & durability. Yachting Yellow in XS to XL sizes.



Boaters Special \$99.00

Full Suit



YELLOW DECK BOOT

14" high with
draw string top.

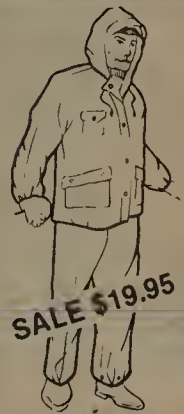
List: \$28.95

Sale \$18.95



2-PIECE RAINSUIT

Waterproof PVC coated nylon with stitched and welded seams. Reg. \$29.95



SALE \$19.95



LINE MASTER SNUBBERS

Be prepared for winter storm surges —
protect your boat and docklines!

Line Size	List	Sale
3/8"	\$16.90	\$12.69
1/2"-5/8" ..	\$19.90	\$14.95
3/4"	\$29.50	\$21.95

3 or
More

\$10.95
\$12.95
\$19.19

**SAVE
35%!**

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TWO CONVENIENT LOCATIONS



SAIL BROKERAGE LIST

20' Ranger w/trlr.....	\$11,000
20' Santene.....	Offers
21' Norwest.....	12,900
21' Wilderness.....	15,500
23' Stonehorse cutter.....	22,000
24' Moore.....	16,500
24' Gladiator.....	8,000
25' McGlesson	
Bahama cstm.....	23,500
25' Pacific Seacraft.....	22,000
25' Buccanner.....	13,500
25' Yameha.....	19,950
28' Columbia MKII.....	11,500
26' Excelibur.....	7,950
26' Peerson.....	2 from 10,500
27' Santana.....	18,000
27' Sun Sloop.....	27,900
27' Nor'Sea.....	37,900
27' Fin Gal.....	15,500
27' U.S.....	29,500
27' Morgan.....	22,500
28' Islander.....	2 from 39,500
28' H-28.....	17,000
28' Cape Dory.....	35,900
28' Columbia.....	17,500
28' San Juan.....	24,950
29' Bristol.....	54,900
29' Columbia.....	19,500
30' Wilderness.....	Offers
30' O'Day.....	47,000
30' Fisher.....	56,000
30' Island Gypsy.....	60,000
30' Columbia.....	31,250
30' Odyssey.....	25,000
30' Rawson.....	26,500
30' Hunter.....	31,500
31' Mariah.....	Anxious/ 61,500
32' Westsail.....	Anxious/ 55,000
32' Southwind.....	49,950
32' DeFever.....	32,000
32' Islander.....	3 from 54,000
32' Ericson.....	32,950
33' Yamaha.....	51,000
33' I.O.O.....	22,500
33' Moore.....	27,900
33' Buccanner.....	39,500
33' Terten.....	85,000

Elite Yachts de France

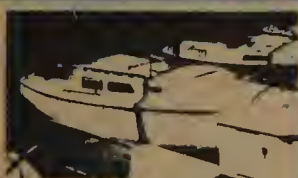


The Vindo

Years before the teak forests of Southeast Asia began to fall, mahogany was a timber of choice among yacht builders. The Swedish craftsmen who build the Vindo today have made judicious use of mahogany to give the Vindo stunning standout looks.

Vindo interior layout, also with mahogany, and storage are well founded on solid yachting tradition, but wrapped in a modern fiberglass hull.

"Sailaway ready" on Vindo includes dodger, two sails with covers, stove, fenders, docklines, Volvo diesel, knotmeter and depth sounder, self-tailing winches, anchor and tackle.



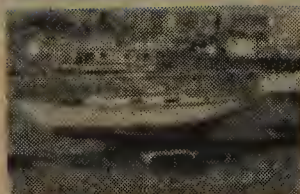
20' NEWPORT

Well equipped pocket cruiser ready to sail, or trailer if you prefer. Underpriced at \$4,700. Talk to Dave.



23' BEAR BOAT

A classic Bay design, completely rebuilt. Ingenious custom interior. Our best woodbutcher lived aboard! A lease option steal. Ask Dave.



BAHAMA 25

A real pearl of a small cruiser. Full keel trailer boat w/brilliant custom interior & deck. Teak decks. Complete cruising gear. New LPU. Call Joyce.



27' NOR SEA

The famous bulletproof hull. For those who think a boat should be built like a diving bell. Only the price is diving! All the way down to \$37,900. Call Joyce for a look. (sister)



29' COLUMBIA DEFENDER

If you like Checker Motor Cars, you'll love this yacht. Great function in a plain jane frame. Lots of leg room at a penny ante price. \$19,500. Grill Gary on this one.



26' PEARSON "ARIEL"

A perfect Bay or coastal cruiser built to Pearson's high standards. She's drastically reduced and priced to sell at \$11,000. Call Joyce.



Ask about our
CHARTER SERVICE

Cruising World Yachts

Elite Yachts of France put this line of thinking into a series of production yachts ranging from 29' to 80', and it worked. Quick, nimble, fun to sail, these yachts are a step ahead of the competition and a bargain at the current exchange rate.

Smart thinking in French Yacht building goes like this: Why not put generous, comfortable interiors in proven ocean racing hull designs and let cruising and recreational sailors go fast. Speed in the water need not be the private pleasure of racing sailors and hydroplane drivers.



Elite 64
\$398,000

Base East Coast Prices



Elite 45
\$149,900



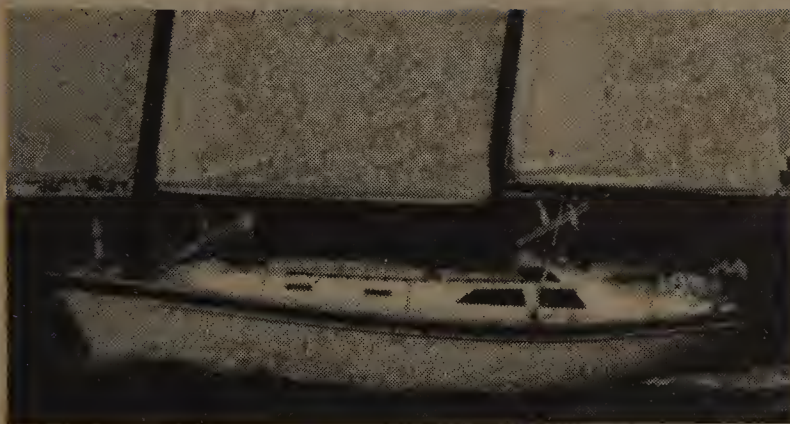
Elite 37
\$75,900



Elite 29 Winner of the 1983
World Half Ton Cup in Sweden
\$39,900

Elite 32
\$45,900

Freedom 39



Our first Freedom 39 arrived in Alameda just in time for "the Unshow". We've been sailing her regularly ever since and it seems that all Gary Hoyt's mad ravings are true.

This boat has amazing speed, power and balance. Sure it's a beautiful, well thought out interior. Sure it's a huge uncluttered deck. Naturally, the Freedom revolution in sail control makes singlehand sailing a snap.

But you have to take crew along just to see their faces when you come roaring downwind and fling the wheel madly hard over. So long forever to wild crashing careening jibes. Two big booms just drift around on huge air pillows, you pull in the sheets and blast off to weather. Or, with a flick of the wrist, drop both sails, watch them fold up in the lazy jacks and coast into the slip.

Sorry, but you do have to go forward to handle the docklines.

SAIL BROKERAGE LIST

33' Nor-West	64,000
34' Cal	55,950
34' Garden	41,300
34' Wylie	59,000
34' O'Day	59,950
34' Hans Christian	79,950
34' Peterson	69,950
35' U.S. M.S.	85,950
35' Coronado	45,000
36' Cheoy Lee Clipper	64,500
36' Islander	55,000
36' Freeport Islander	107,000
36' Cape Dory	105,000
36' Pearson 365	89,950
36' Union	76,000
37' Angleman	63,000
37' Endeavour	79,000
38' C&C	97,000
38' Hans Christian	105,000
39' Hans Christian P.H.	149,000
40' Challenger	83,000
41' Freeport Islander	139,000
42' Westsail	90,000
42' U.S.	129,950
42' Williams Cutter	79,900
43' Hans Christian	125,000
44' LaFitte	
drastically reduced	195,000
46' Garden Ketch	125,000
48' Alden Ketch	168,000
48' Mapleleaf, reduced	195,000
50' Gulfstar	190,000



32' TRAVELLER

A homewrecker. We sold this beauty once and it caused a divorce. We'll sell it again. A real traditional double-ended sweetheart with a very appropriate name. \$67,000.



48' MAPLELEAF

Long and lush. Sails high and dry. All the gear you expect and need in a big fast cruiser. 120 horse diesel gets you back in a hurry. Gary will help you own this one at \$195,000.



32' ISLANDER

Three page equipment list on this one, from Autopilot to Zodiac. No tv antenna, but we haven't stepped the mast yet. With loads of gear at \$55,000. Gary says check it out.



20' FLICKA

This little giant killer has been well outfitted and well loved. Owner never even rammed a dock. Burl Ives owns one. (sister).



36' ISLANDER

New epoxy bottom, new deck paint & non-skid, new mast and boom, huge sail inventory. A clean & healthy member of a very active racer/cruiser class. Joyce says try \$55,000. (sister)



35' CORONADO

Well set up by owner for liveaboard. Cntr cockpit. Full dodger, a 90' shorepower cord! This boat can really get away from the dock. A steal at \$45,000. Joyce can tell you all about it.



38' HANS CHRISTIAN

A 38 Traditional MKII. Has had two owners and cruised a bunch. Current owner is trading down to a mansion in Mexico. Try \$110,000.

REPRESENTATIVES FOR • *Pacific Seacraft* • Vindo • **ELITE** • **FREEDOM**

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Discover our world of marine recreation when you visit the most complete array of boats and boating products ever assembled in Northern California.

Spend a day with us in the City by the Bay. You may just find the answer to your dreams at The International Boat Show.

Admission Prices

Adults —	\$4.00
Children 6–12 —	\$1.00
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Show Hours:

Weekdays —	12:00 noon to 10:00 PM
Saturday —	10:00 AM to 10:00 PM
Sunday —	10:00 AM to 6:00 PM
NEW YEAR'S EVE —	10:00 AM to 6:00 PM

Save \$1.00 off each adult admission with this ad.

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Catamarans

QUEST 33 CS

Meet the new QUEST 33 CS, a supremely safe, go anywhere catamaran, destined to become a cruising standard and yet another example of Prout's worldwide success story.

Even if you've never thought of buying a catamaran before, you are sure to be tempted by this one. It has been specifically designed and developed to meet the demand for a really spacious family cruiser with a world beating standard of accommodation for 6-8 in 4 separate cabins.

The right investment. Apart from your house, a boat is probably your largest investment. It will reassure you to know that Prout cats have consistently held their value better than any other comparable range and there has always been a ready re-sale market.

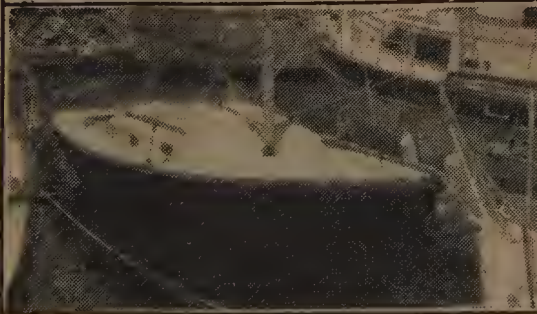
In every way, the Quest 33 CS is all you could wish for in a cruising boat and a whole lot more besides. So, come for a test sail and try her out first hand. She's only a phone call away.

SPECIFICATIONS:

Displ weight: 9520 lbs
LOA: 33ft 0in
LWL: 29ft 6in
Beam: 14ft 4in
Draft: 2ft 6in
Sail area (working): 530 sq ft
Engine: 15 hp 2 cyl. diesel

EXTRA SPECIAL PRICE DUE TO DEVALUATION OF ENGLISH POUND

21' '69 Venture, w/4 hp ob.....	3,900
23' '77 Ranger, 82' 4 hp ob, 7 sails.....	9,950
24' '76 Farr 1/4 T slp, new sails/spin.....	14,950
26' '76 Folkboat, 2 suits sails, fig hull.....	12,500 ★



1977 FOLKBOAT
Fiberglass, Offers.

SELECT BROKERAGE

25' '81 Merit, Horizon sails.....	18,950
27' '69 Islander, spin & gear.....	10,500
28' '82 (2) Albin Cumulus.....	34,900 ★
29' '73 Ericson, dodger.....	Offer/
29' '82 Sundwind, liveaboard.....	39,900
30' '72 Islander, full boat cover, autohelm....	29,950
30' '77 (2) Hunter, alcohol cabin heater.....	29,950 ★
30' '73 Fisher, motorsailer.....	55,900
30' '69 Dufour, electronics, 13 bags sails....	34,750
32' '64 Pearson Vanguard.....	34,500
32' '62 Islander.....	Offer
33' '79 Tartan Ten, race equipment.....	37,500
36' '79 Islander, very clean.....	★ Offer
36' '58 Lapworth, must sell.....	28,000
37' '78 Flying Dutchman, racer/cruiser.....	77,000
37' '82 Tartan, loaded.....	99,500
38' '58 Farallon Clipper, excint cond.....	Offer ★
38' '79 Farr design, fast & comfortable.....	79,000
39' '80 Westsail.....	99,500 ★
39' '79 Irwin.....	89,500

41' '81 (2) Morgan Outlander.....	89,500
41' '80 Down Easter cutter.....	Reduced 69,900
43' '80 Endeavour ketch.....	125,000 ★

★ located at our docks



1981 37' FLYING DUTCHMAN
Fiberglass, Teak Interior, \$76,900

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USE OUR UNIQUE CONCEPT TO SELL YOUR BOAT!

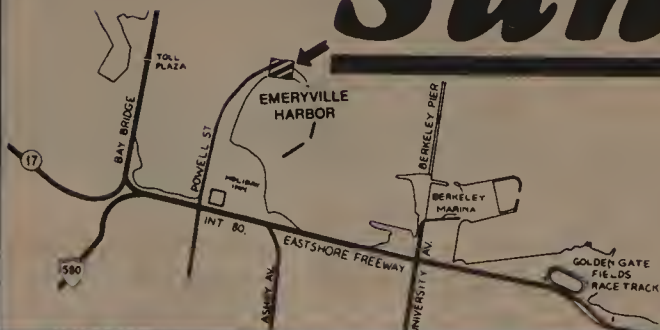
Your used boat is someone else's dream — Our job is to put you together. We are bringing hundreds of the best used boats from all over the Bay Area to one central location in Emeryville and will attract hundreds of buyers. **Volume equals Sales**, it's been working at NEW BOAT SHOWS for years . . . this new concept creates a year round "in the water" USED BOAT SHOW for YOU.

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Yourselves from some of the perils of owning a boat. The MARINE MONITOR © 1984 will continuously monitor unauthorized entry, smoke detection, high bilge level, low battery level, engine oil pressure and engine water temp at sea or at the dock. This reasonably priced, quality marine component system is a small price to pay for a big peace of mind.



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- Top of the line sensing units
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- Continuous monitoring at sea or dock.
- No draw in standby mode.
- Quickly interfaces with emergency phone dialer.
- Easily installed, single, twin and auxiliary engine application
- Built-in U.S.A. and guaranteed for 1 full year.

Available soon at finer chandleries.

Dealer Inquiries Invited

Suggested retail price:

\$590 double engine \$490 single engine

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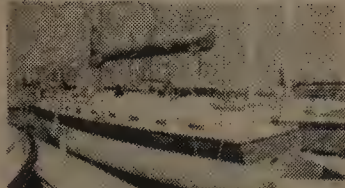


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LANCER 45 MOTOR YACHT Twin turbo 200 hp at an honest 24K. Contemporary styling. \$129,000.



LANCER 43 Mid-Cockpit 3 stateroom interior perfect for our charter-leaseback program. \$115,500



LANCER 40 Mid-Cockpit Roller furling main and jib. Another charter-leaseback opportunity at \$95,000



LANCER 39 POWERSAILER Twin .65 hp Volvo Diesels cruise at 10K or sail inside with all roller furling \$112,000



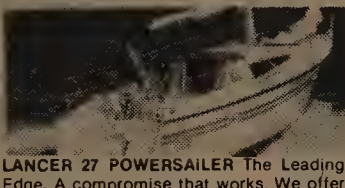
LANCER 37 Aft Cockpit Performance plus with all lines lead aft. Apt. size interior. \$82,500



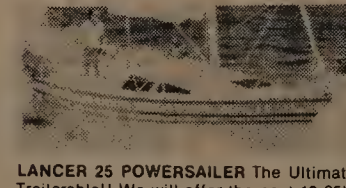
LANCER 36 Race or cruise, Horizon sails, diesel. Ready to go, and this boat moves! Shop around. \$55,000



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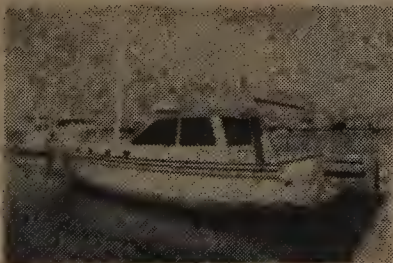


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Brokerage Listings Invited

1980 Lancer



44 Powersailer

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Ericson 38 . . . \$98,000



Kong & Halvorson
Island Gypsy 36 \$106,500

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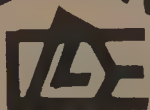


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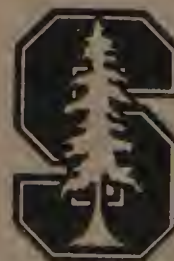
The Stanford University Sailing Program is seeking motor yachts and sailing vessels for its instructional, recreational and competitive programs.

The DONATION of your boat is TAX DEDUCTIBLE. While most boats can be used by our sailors, others will be sold to help finance these educational offerings.

All donations will be handled in a timely and effective fashion. You will be surprised how attractive donating your boat to Stanford can be.

For more information please contact:
Joe Petrucci — Director of Sailing
(415) 497-2811

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24' J/Boat	16,000
25' Yamaha	21,500
25' Ericson	29,500
26' Frisco Flyer	17,500
26' Balboa	15,290
26' Seafarer	20,000
26' Islander	24,000
26' Int'l Folkboat (f/g)	22,000
27' Newport (2)	17,500
27' Vega	19,500
27' Catalina	18,500
27' Santana	18,000
27' Hunter	23,500
27' Sun Yacht	33,500
27' Balboa	18,900
28' Santana	24,000
28' Islander	Several
29' Columbla	27,500
29' Bristol	52,000
29' Pointin Racer	34,000
29' Ericson	27,500
30' Tartan	34,900
30' Columbia	29,500
30' Irwin	40,000
30' Ericson	30,000
30' Lancer	35,555
30' Catalina (2)	35,000
30' Cheoy Lee	45,000
30' Columbia	25,000
30' Albin Ballad	39,000
30' Spitsgatter	35,000
31' Cheoy Lee	31,000
31' Hunter	49,950
31' Mariah	61,500
32' Traveler, trades okay	62,500
32' Ericson (2)	28,000
32' Vanguard Pearson	35,000
32' Aries	43,000
32' Traveler	69,500
33' Cheoy Lee Clipper	59,900
33' Hunter	46,500
34' Hunter	58,500
34' Cal	34,500
34' Coronado	34,950
34' True North	62,000
34' Wylie	59,000
34' Islander	53,000
35' US Yacht	Must Sell
35' Mariner	47,500
35' Cheoy Lee Lion	30,000
35' Cheoy Lee	65,000
36' Islander (2)	58,500
36' Ericson	79,900
36' Cheoy Lee OS	40,000
36' J/Boat reduced	106,000
37' Fisher	125,000
37' Gulfstar	80,000
37' Island Trader	63,000
38' Elvstrom M/S	70,500
38' Easterly	90,000
38' LeCompte	68,000
40' Garden Ketch wood	90,000
40' Challenger	89,000
40' Cheoy Lee (2)	67,000
41' Down Easter	79,000
41' Alden Pilothouse	85,000
41' Islander Freeport	119,900
41' Garden ketch	119,900
41' Morgan OutIsland	Offers
41' CT	77,500
42' Golden Wave	145,000
42' US Motorsailer	99,500
42' Excalibur	Offers
42' Westsail	2 from 109,000
43' Holcomb Schooner	69,500
43' Cheoy Lee M/S	159,500
44' LaFitte	217,000
45' Explorer	122,000
47' Gulfstar	2 from 170,000
47' Cheoy Lee OS	115,000
47' Olympia	125,000
50' Cheoy Lee OS	185,000
52' Cheoy Lee M/S	279,000

SAIL-A-WAY NEW

36' Cheoy Lee Perry	79,500
38' Cheoy Lee/Pedrick	98,000
41' Cheoy Lee/Pedrick	114,950
43' Cheoy Lee M/S	171,000
47' Cheoy Lee/Pedrick	149,500
52' Cheoy Lee M/S	299,000
53' Cheoy Lee M/S	314,000
55' Cheoy Lee/Pedrick	385,000
63' Cheoy Lee M/S	549,000
44' Horizon by G. Frers	157,000



Horizon 44

Designed by German Frers.
 Built by the same yard that builds the Sparkman & Stephens 47. Great sailing performance. Super list of standard equipment.

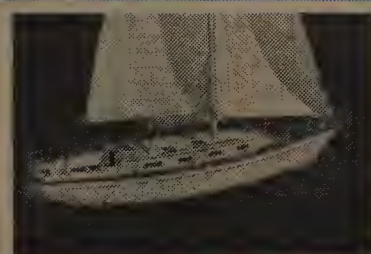
Introductory Special:
\$157,000



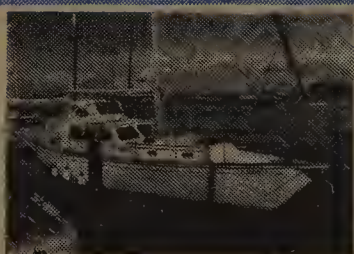
Balboa 27. Very roomy, 2 jibs, full electronics. Seller wants offers. Asking **\$18,900.**



Nelson/Marek 36. Built by Morgan. List over 90K. Reduced to **\$69,000. 100% financing!** We will make your payments for the 1st year! See Jack Barr.



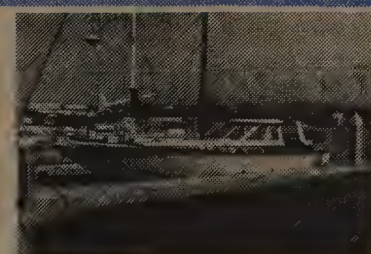
Cheoy Lee/Pedrick 36. New model. All U.S. rigging. Electronics, Kenyon spars. Special: **\$79,900.**



Gulfstar 47 Sailmaster. Loaded, excellent condition. Lowest price. **\$160,000. Hurry!**



Hunter 36. Diesel, fresh water boat. Asking **\$59,000.**



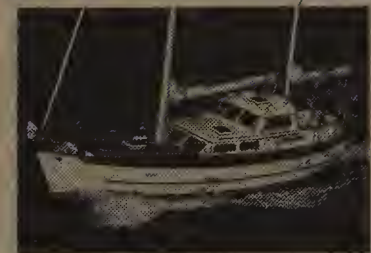
Elvstrom 38 Motorsailer. Excellent equipment list. Reduced to **\$69,900.**



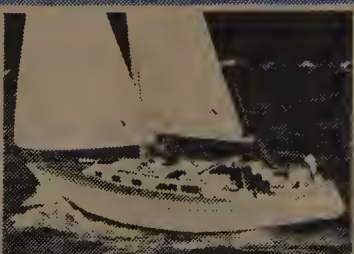
US 35 Motorsailer. Roomy liveboard or cruiser. Reduced to **\$59,900.**



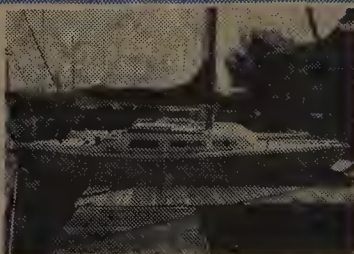
True North 34. Heavy duty offshore cruiser. Asking **\$62,000. Bring Offers.**



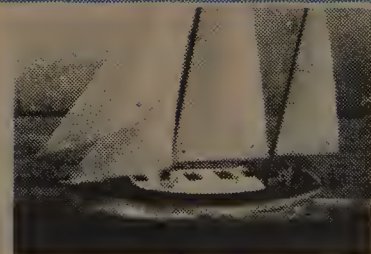
Cheoy Lee 43 Motorsailer. Cruise in luxury. 2000-mile range. **Spring Delivery.**



Cheoy Lee/Pedrick 38. New model. Introductory special: **\$103,900.**



Catalina 27. Roller furling jib, inboard, excellent condition. **\$18,500/offer.**




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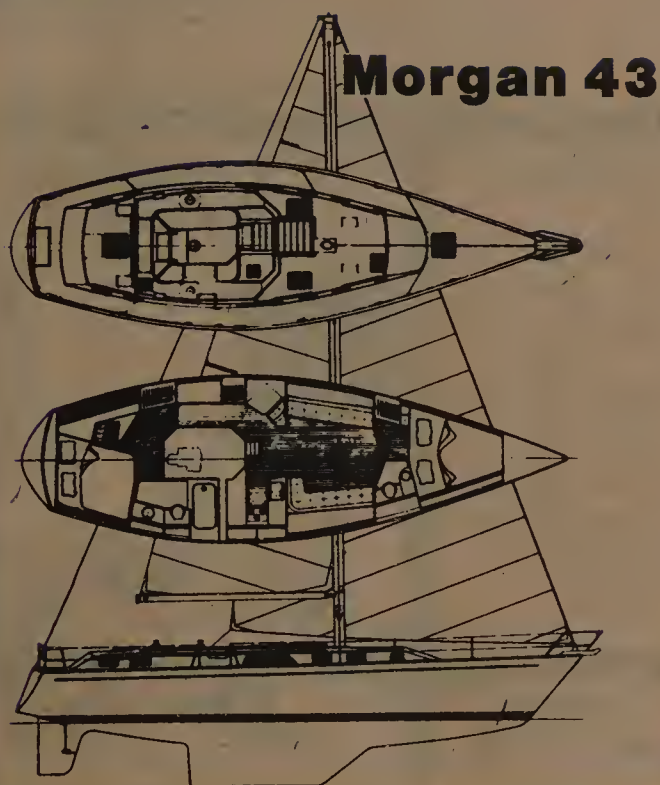


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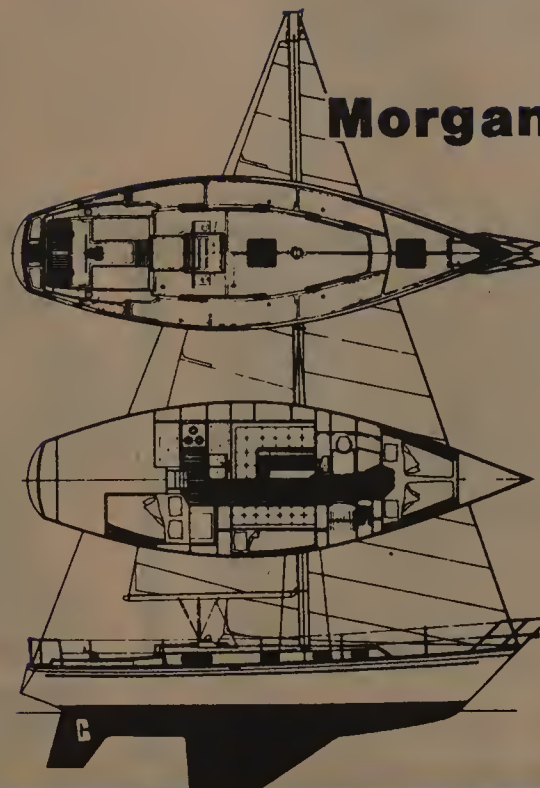
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Morgan 43

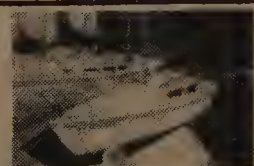


Morgan 38

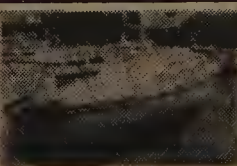
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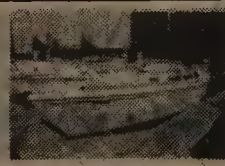
1982 Montgomery 17	9,950
1964 Cal 20	5,500
1981 Catalina 22	7,200
1975 Catalina 22	7,200
1976 Catalina 22	5,900
1971 Catalina 22	5,950
1976 Ranger 23	12,500
1978 O'Day 23	12,500
1982 Catalina 25	14,900
1981 Catalina 25	13,995
1979 Catalina 25	15,000
1978 Columbia 25	17,500
1977 Pac. Sea Cr. 25	22,000
1979 U.S. 25	13,500
1966 Excalibur 26	7,950
1978 Contessa 26 (FK)	23,500
1983 Catalina 27	23,950
1977 Catalina 27	18,500
1976 Catalina 27	15,000



1981 Catalina 22 Like New, Fixed Keel, Pop top 7,200 Offers



1979 Catalina 25 Fixed Keel, VHF Radio, Depth Sounder, Electric Start O.B., Poptop 15,000



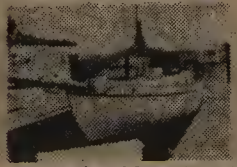
1983 Catalina 30 Knot meter, depth sounder, VHF, diesel, hot & cold pressure water asking 38,900



Islander 28 Loaded with Sails, VHF, Knotmeter, Depth Sounder, Completely loaded 34,000.



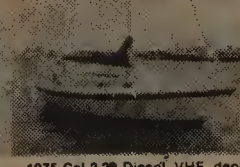
1982 Montgomery 17 Trailer, Main, 2 Headsails, O.B. 9,950 Offers



1974 West 32 2 complete sets of sails, diesel, list of equip. 4 pages long owner will carry part 59,500



1977 Mariah 31 Full keel, diesel radio, depth sounder, knotmeter 64,500



1975 Cal 2-28 Diesel, VHF, depth sounder, shower, CNG stove, roller furling, pedestal steering. Great sailing boat \$31,900 Offers

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1980 Catalina 30	34,000
1980 Catalina 30	31,500
1981 Catalina 30	35,000
1983 Catalina 30	38,000
1973 Columbia 30	29,500
1981 Nonsuch 30	67,500
1981 Nonsuch 30	69,000
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1974 Ericson 32	32,000
1976 Ranger 33	45,500
1981 US 33	46,950
1980 Wylie 34	59,000
1977 Pacific Seacraft 31	64,500
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1984 Farr 39	89,000

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1973 Catalina 27	16,500
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1977 Islander 28	34,500

1975 Cal 2-29	31,900
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1970 Dufour 30	35,000
1977 Catalina 30	32,500

1978 Catalina 30	33,000
1980 Catalina 30	36,500
1980 Catalina 30	34,000
1980 Catalina 30	37,500

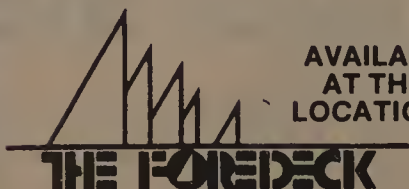
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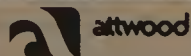
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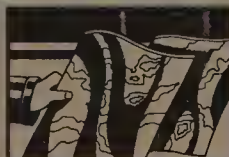
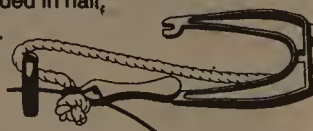


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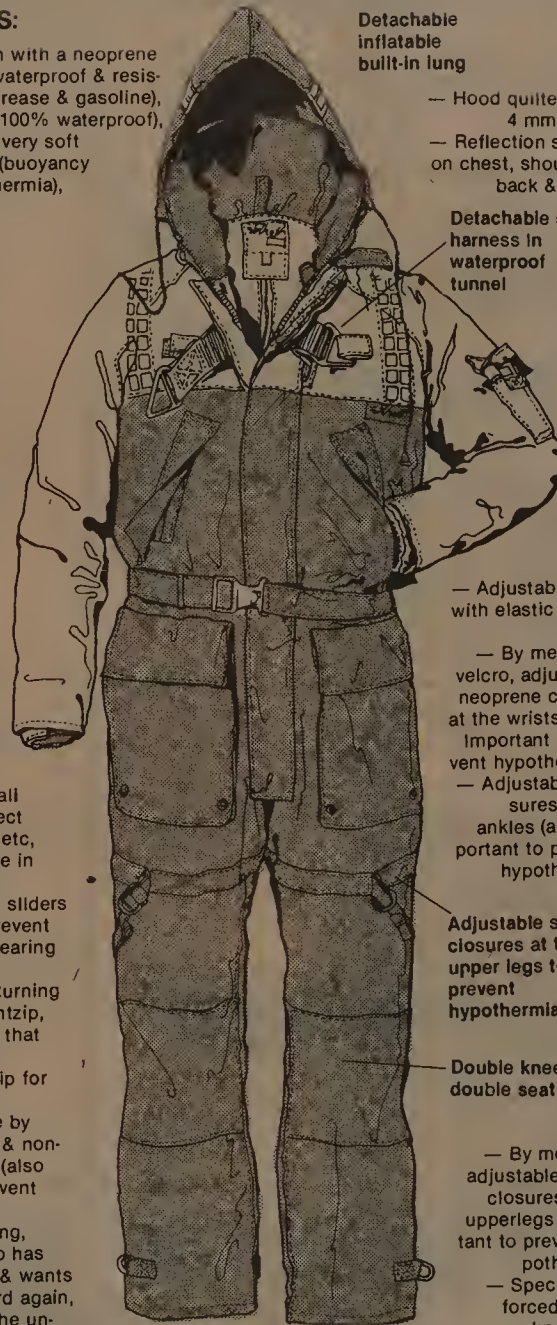
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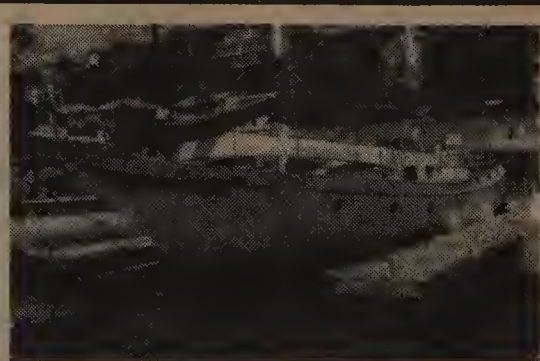
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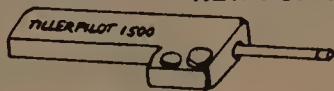
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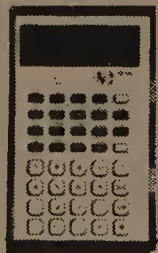
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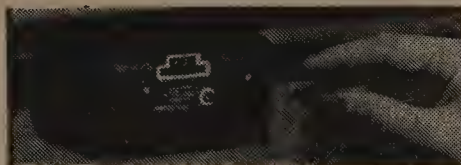
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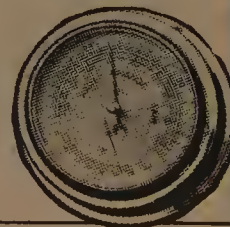


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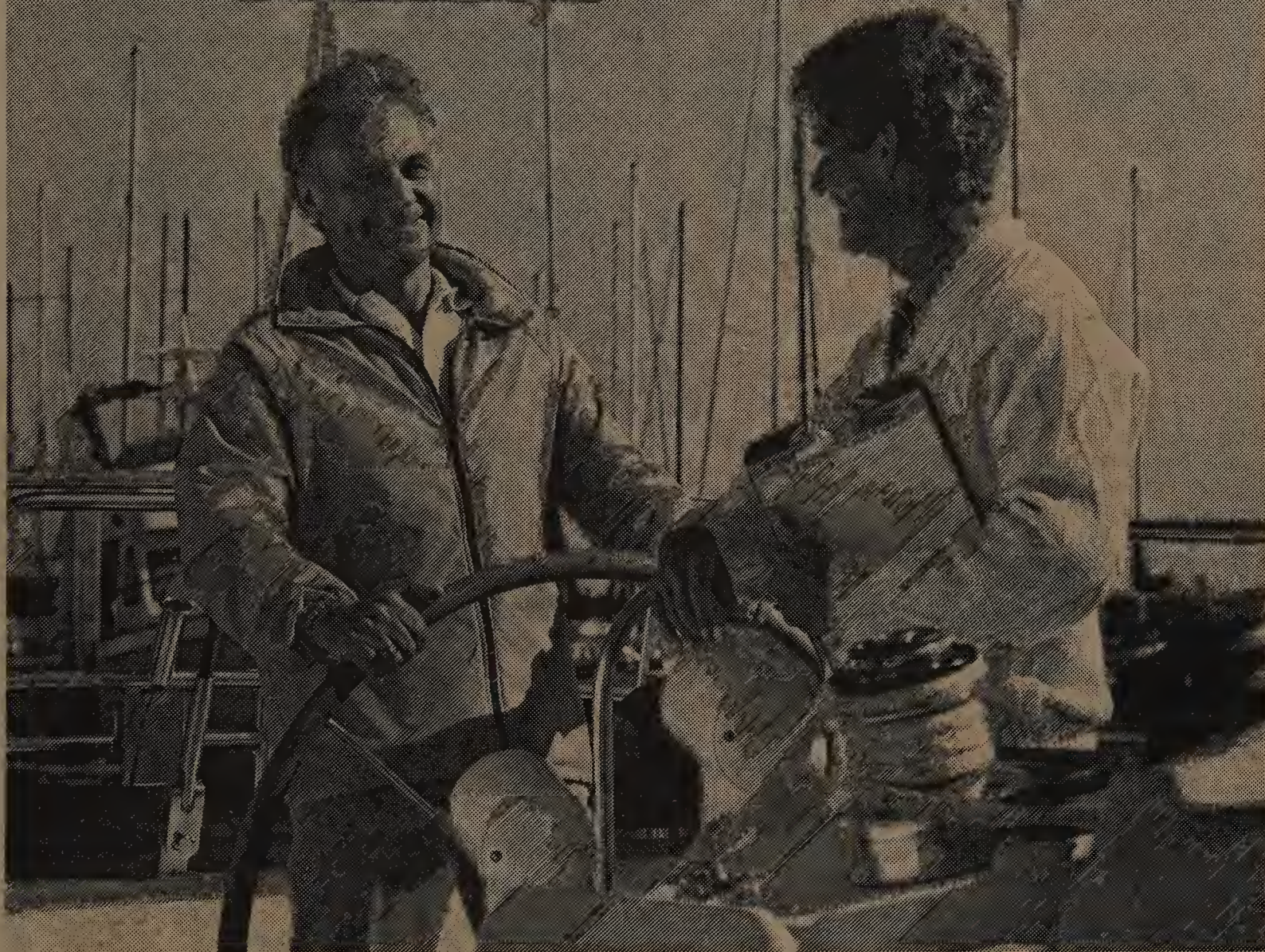
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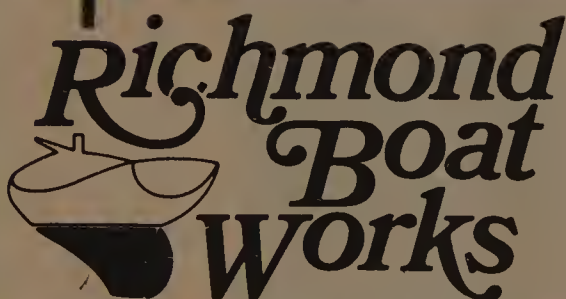
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Displacement 8000 lbs
Ballast Keel — Deep 3440 lbs
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I — 42'0" J — 12'0½"
P — 36'6" E — 11'6"
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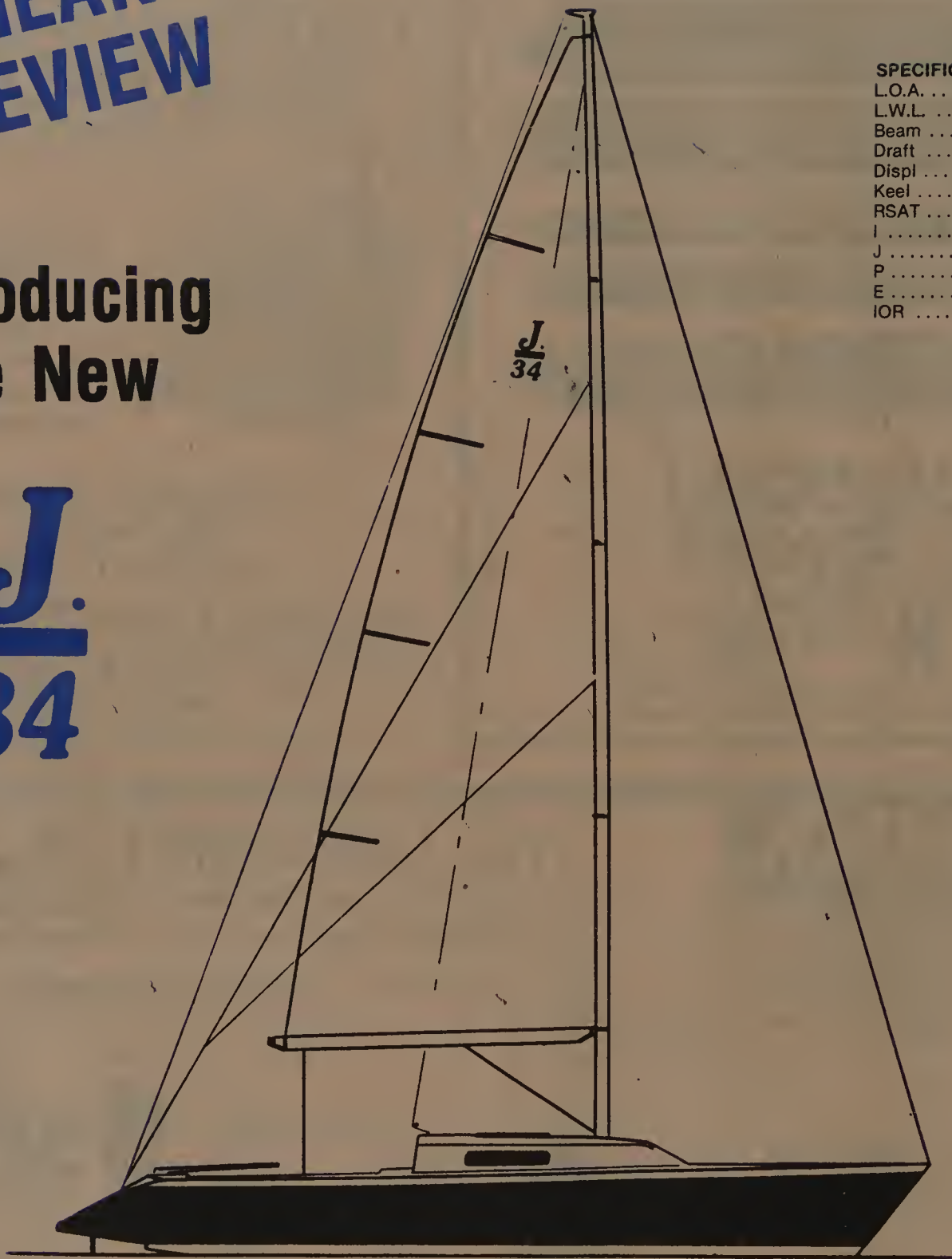
LOA	Model	Rtg	Year	Pwr	Price	26'	Pearson 26	slp	'81	ob	18,000	28'	Ericson 28 +	slp	'82	dsl	45,000
22'	Ensign	slp	'65	ob	2,500	27'	Catalina	slp	'79	ib	19,950	29'	Farallone 29	slp	'78	dsl	38,000
25'	Merit 25	slp	'82	ob	\$19,000	27'	Columbia 8.3	slp	'82	dsl	30,000	30'	Bristol 29.9	slp	'80	dsl	47,000
26'	Soling w/trlr	slp	'71	ob	6,500	27'	Santana 27	slp	'71	dsl	18,000	30'	Knarr	slp	'61	ob	9,000
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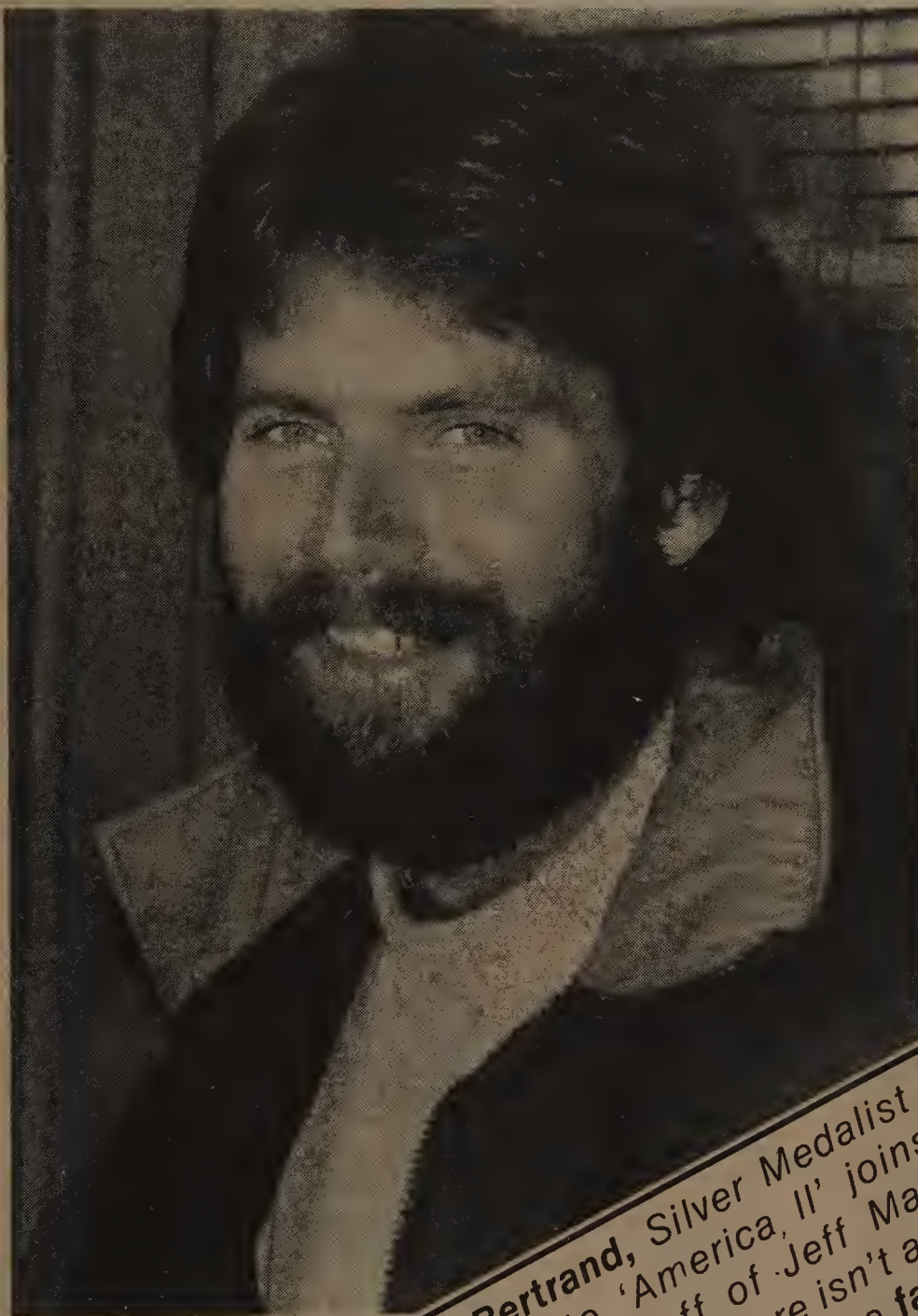
L.O.A. 34.0'
L.W.L. 26.0'
Beam 11.2'
Draft 6.2'
Displ ... 8100 lbs
Keel 3400 lbs
RSAT ... 615 ft²
I 44.0'
J 12.6'
P 38.0'
E 12.0'
IOR 24.5'

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Tired of feeding six big guys — just to keep your boat upright?

Or even worse, having 24 Columbus salami and Jarlsberg cheese sandwiches to yourself because they just didn't show up?

Our San Francisco Bay sailing conditions leave skippers at the mercy of our crews. We need them (several of them) to man the sheets, to reef the main, to claw down headsails — and yes, sometimes even just to keep the boat upright.

So despite the headaches, we go on wooing our often unreliable crew.

Or else, we give up racing.

There must be a better way

Dream a little about the perfect skipper's boat for racing in San Francisco Bay . . .

- she'd be stable in 30-40 knots of breeze (don't bother calling the two crewmen brought along just for windward rail weight)
- she'd never have to be reefed (leave one more man on the dock)
- she'd have a self-tending jib, and never need a headsail change (your stock in Columbus salami just went down)
- she'd be fast and maneuverable
- she'd knife right through the Bay chop

Plus, she'd probably have a big cockpit for family daysailing and dockside parties.

That dream boat's already been designed

In fact, that "dream boat" has been sailing around the Bay for over 60 years.

Designed in 1919 with San Francisco Bay conditions in mind, the old Bird class wood boats are still sailing steadily along (often with only the helmsman and 1 crew) — even while other boats are frantically reefing and changing headsails.

On a Bird, there are no headsail changes. She carries just one jib — a self-tending one. And no reef points in the main — doesn't need 'em. When the wind honks up, a Bird hunkers down. Her 50% ballast ratio and low aspect ratio of three to two add up to one specific quality — stiffness.

In fact, these venerable old boats have been called the "anemometers of the Bay". You know it's really blowing when some old salt says with awe, "Why, even the Birdboats are luffing their mains."

Because they have been around so long and because their owners have usually numbered many of the finest sailors on the Bay, the Birds have served as a training ground for a whole generation of local yachtsmen. The phrase "he sailed in Birds" has become a peculiar sort of accolade.

Of course, like all old wood boats, keeping a Bird shipshape is . . . well, a challenge. And with only 25 of these classic boats sailing on the Bay, you might say this rare Bird is in danger of extinction.

Wait! There's still a chance to own a Bird

Now this enduring San Francisco Bay designed boat is going to be reproduced in fibreglass.

While utilizing modern, easy care materials, the new fibreglass Birdboat will carry on in the same "Bayworthy" tradition of the original design.

She'll have the same 50% ballast ratio and low aspect ratio, giving her the legendary Bird

ability to take heavy going.

She'll still be the one boat in the fleet that can be successfully raced by just two people. No headsail changes, no reefing — just like her older wooden sister.

And she'll have the same huge eight foot cockpit, ideal for picnics off Angel Island and celebrating victories back at the marina with the clan.

A unique investment opportunity

For the sailor interested in San Francisco Bay racing at its best, there is an opportunity to invest in the "newest old" technology on the Bay.

As an original investor in the production mold for the fibreglass Bird, you will take part in making a beloved classic boat design available to a whole new generation of sailors — at the same time you're investing in a boat for yourself.

You can get in on the ground floor for an investment of \$2500, which can be written off at 110% as tooling depreciation. And \$2000 of that investment is directly applicable to the purchase of your own Bird.

Nothing sails like a Bird

If you're fed up with feeding, pampering, begging, pleading and groveling for crew . . . If you're tired of hauling around dozens of bags of sails just to be competitive (and then agonizing over such decisions as, "Do I set the #2 with three reefs in the main, or the #3 with two reefs?") . . . if the thrill of rounding up out of control continues to elude you . . .

. . . maybe it's time to find out just why the oldtimers around the Bay nod their heads knowingly on blustery Saturday afternoons, commenting sagely, "Nothing sails like a Bird."

**For more information about investing
in the new fibreglass Birdboat,
contact Lowden Jessup at
(415) 461-1145 or write to
P.O. Box 683, Ross, CA 94957.**



CALENDAR

Non-Racing

November 3 — "Through the Looking Glass", a dickens of a lecture at the Bay Model Visitor Center, Sausalito. Subject matter is the Academy of Science and the newly established Monterey Bay Aquarium. For more info on this or any of the fall series lectures, call 332-3870.

November 5 — "Hawaiian Tidepool Nightlife" slide program. Oceanic Society, Ft. Mason Center, \$2 donation. 441-5970.

November 6 — Election Day and end of mudslinging season for another four years.

November 9-11 — American Sailing Association instructor qualification clinic. For all persons wishing to become ASA-certified instructors in basic sailing and basic cruising. Takes place in Oakland. (415) 325-7245.

November 10 — Newport 28 Association's annual meeting and race. Includes an overnighter to SFYC and dinner. For more info, call Shirley Housley at 622-6283.



November 10-11 — Islander Bahama Thanksgiving Cruise at the Berkeley Marina. All IB owners welcome. Overnight berthing available. For details, call Mike 276-6954 or Terri, 592-0312.

November 12 — Celestial Navigation Class at Cass' Marina. Call 332-6789 for more info or to register.

November 14 — Beginning Piloting Class. Cass' Marina, Sausalito. 332-6789.

November 17 — "Bay Bouillabaise" lecture. Another in the Bay Area model series, this one has to do with marine life and water quality. 332-3870.

November 19 — Ted Turner's 46th birthday.

November 21 — The new Rendezvous YC meets at 7:30 on the Blue and Gold Boat, Pier 39, San Francisco. Armchair sailors welcome. For more info, call Murph at 751-9460.

November 22 — Thanksgiving Day; to think it all started with a bunch of pilgrims on a sailboat . . .

November 22 — *Cutty Sark* launched in Dumbarton, England, 1869.

November 24 — "A Closer Look at Water . . . A Movie Day" BMVC lecture series. 332-3870.

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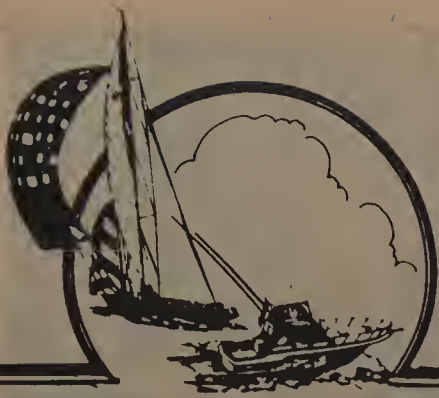


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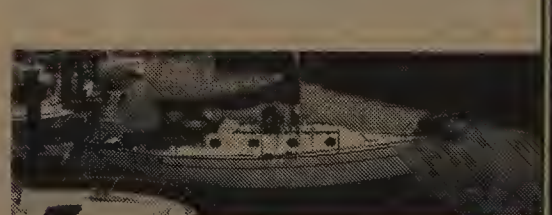
43' HANS CHRISTIAN MKII. Underbody with traditional interior in beautiful condition..... \$125,000



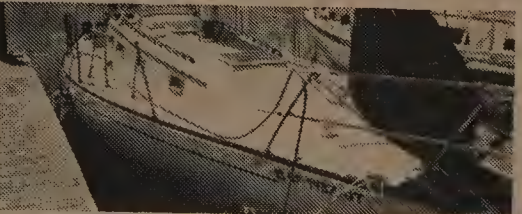
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33' NORWEST. '80. Spacious, fast, and carefully maintained, good cruiser..... OFFERS, \$54,500



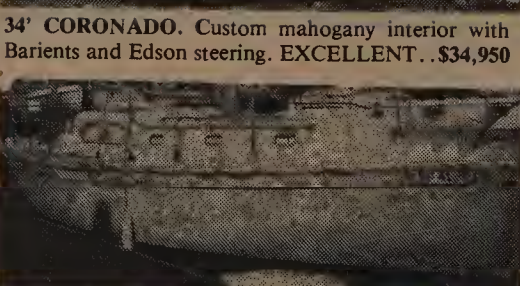
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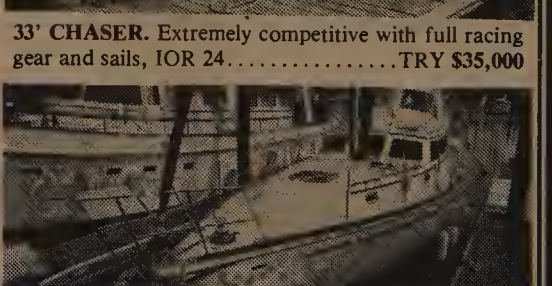
33' CHASER. Extremely competitive with full racing gear and sails, IOR 24..... TRY \$35,000



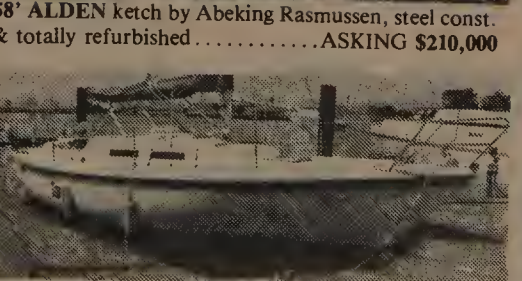
58' ALDEN ketch by Abeking Rasmussen, steel const. & totally refurbished..... ASKING \$210,000



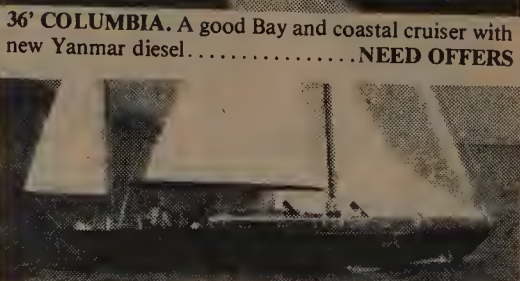
36' COLUMBIA. A good Bay and coastal cruiser with new Yanmar diesel..... NEED OFFERS



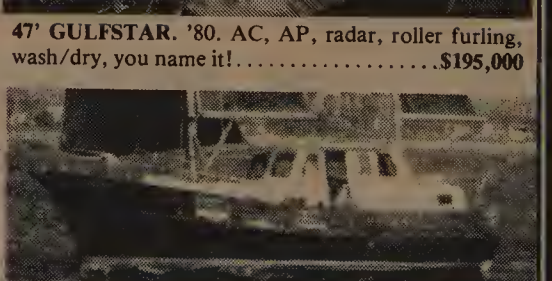
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Particulars are believed to be correct but are not guaranteed; subject to prior sale, price change or withdrawal without notice.

CALENDAR

December 7 — Women's Racing Association will hold a crew party and annual meeting at Alameda's Island YC. Also trophy presentation for the fall season. Glenda Carroll, 454-6327.

December 28-January 5, 1985 — International Boat Show at the Moscone Center, San Francisco. (415) 436-4664.

Racing

November 10 — Guadalupe Island Race. This is the fourth year for this Pacific Singlehanded Sailing Association event, which goes from Marina del Rey to Isla De Guadalupe and back. Remember to round the island to starboard. For more details, (213) 376-4082.

November 10 — Los Angeles YC's 13th running of the L.A. to Mazatlan race. This race is by invitation only and certain rating limitations apply. To obtain a request for invitation, or for more information, contact Elliott Cutting, 1157 Parkview Avenue, Pasadena 91103.

November 18 — Women's Racing Association race at the Corinthian YC. Glenda Carroll, 454-6327, or Corinthian YC, 435-4771.

November 23-25 — Montgomery Classic at Lake Havasu, Arizona, for trailerable Montgomery sailboats from 15 to 23 feet. Write to Montgomery Marine Products, 935 W. 18th St., Costa Mesa, CA 92627 or call (714) 548-9452 for complete details.

January 4-6, 1985 — Second annual Ficker Cup, Long Beach YC. Anyone who can beg, borrow or . . . legally obtain . . . a Catalina 38 is welcome to compete. The winner will be named one of the ten contestants in the 1985 Congressional Cup championships. For more info, contact Brian Donaldson through the LBYC, 6201 Appian Way, Long Beach, CA 90803, (213) 598-9401.

February 2 — Plan ahead for the Marina del Rey to Puerto-Vallarta race. Get your entry in early! For more information contact the Del Rey YC, 13900 Palawan Way, Marina del Rey 90292, (213) 823-4664.

March 9 — Newport to Cabo San Lucas Race. Put up the chute and go! For more information, contact Race Chairman Bill Crispin, c/o Newport Harbor YC, 720 West Bay Ave., Balboa, CA 92661, (714) 673-7730.

March 11-17 — 21st annual Congressional Cup Match Racing Championship, sponsored by the Long Beach YC. This SoCal biggie features some of the best national and international skippers and crews around. Round robin racing with loaned Catalina 38's. More info, contact Tom Witherspoon, (213) 429-8324.

March 30-April 6 — Sea of Cortez Race Week. Note: these are new dates. Held at Isla Partida, Baja California Sur, Mexico. Latitude 38 is the primary American sponsor.

Midwinter Series: Metropolitan YC — Nov. 10-11, Dec. 8-9, Jan. 12-13, Feb. 9-10, 284-1778; Golden Gate YC — Nov. 4, Dec. 2, Jan. 6, Feb. 3 (March 3 make-up), 771-9500; Corinthian YC — Jan. 26-27, Feb. 16-17, 331-8379; Sausalito Cruising Club — Nov. 3, Dec. 1, Jan. 5, Feb. 2, Mar. 2, 495-6500 or 332-9349; Richmond YC — Nov. 25, Dec. 30, Jan. 27, Feb. 24, 237-1307.

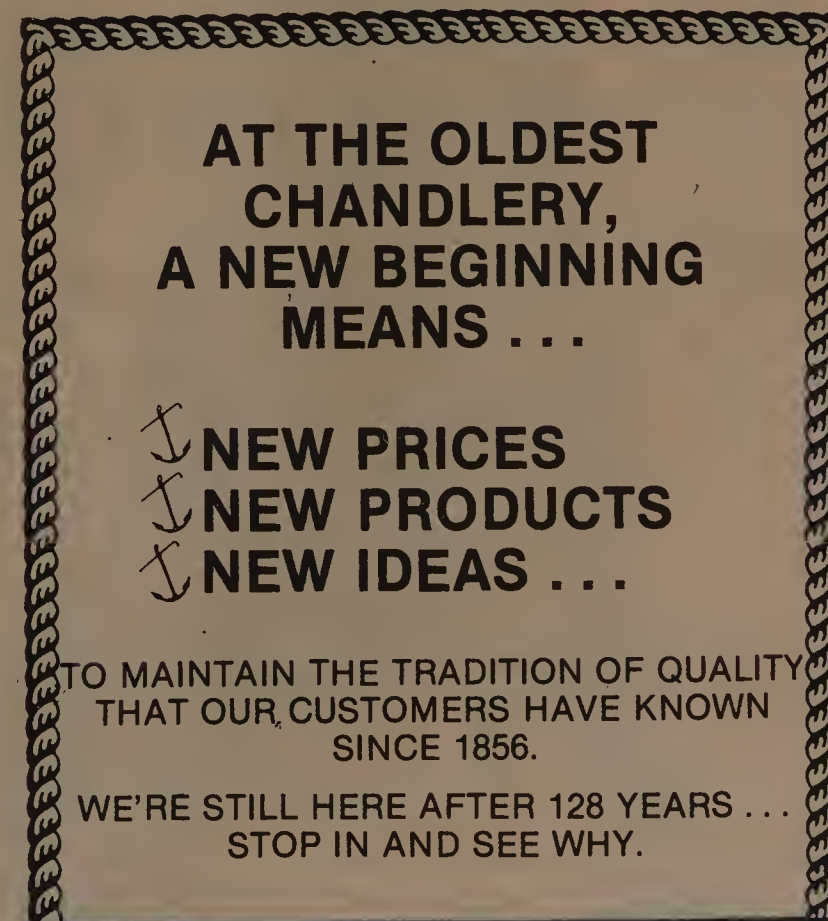
All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!



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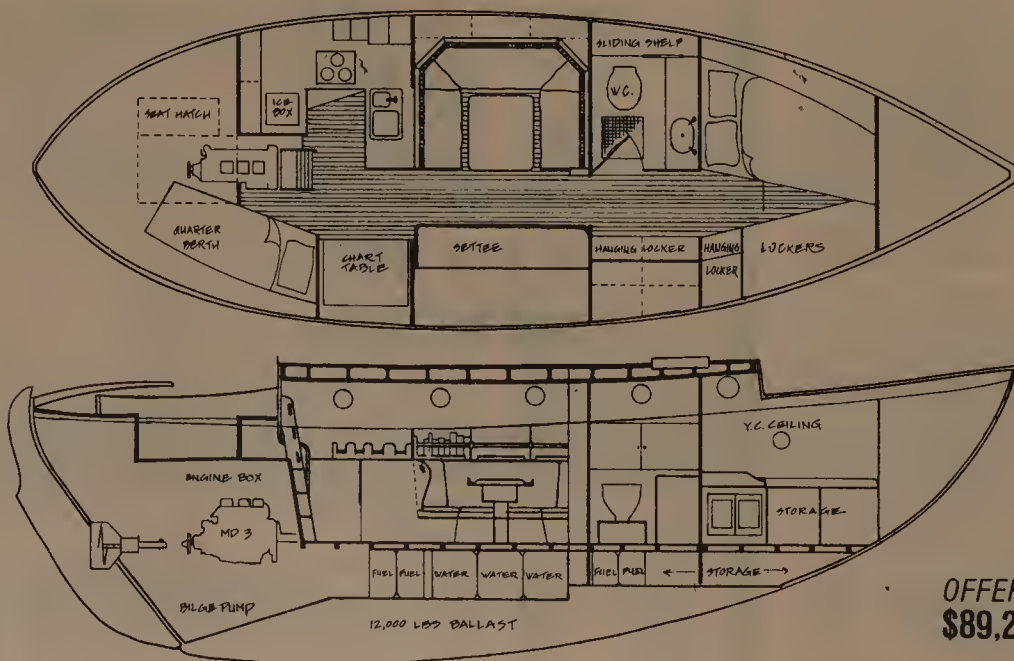
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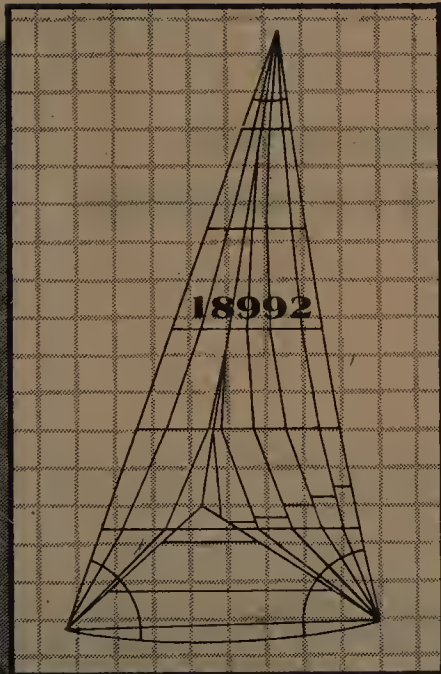
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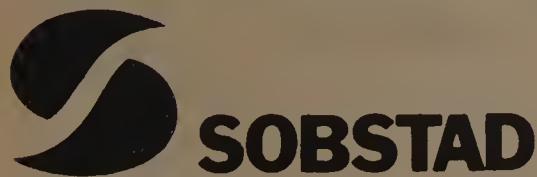
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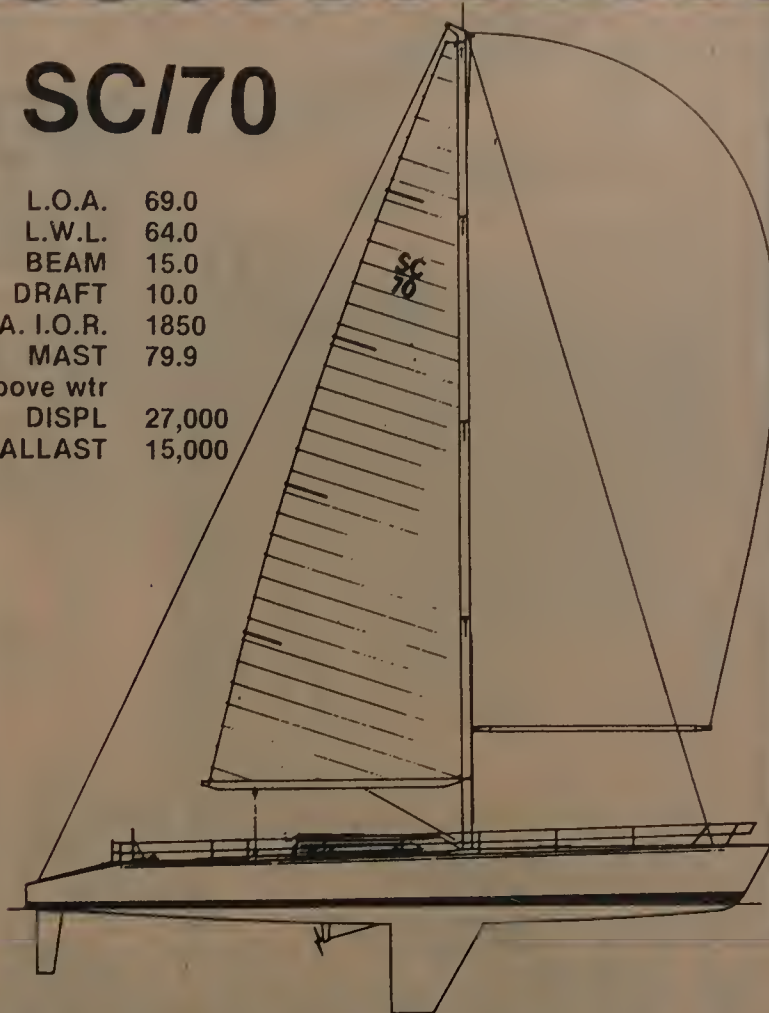
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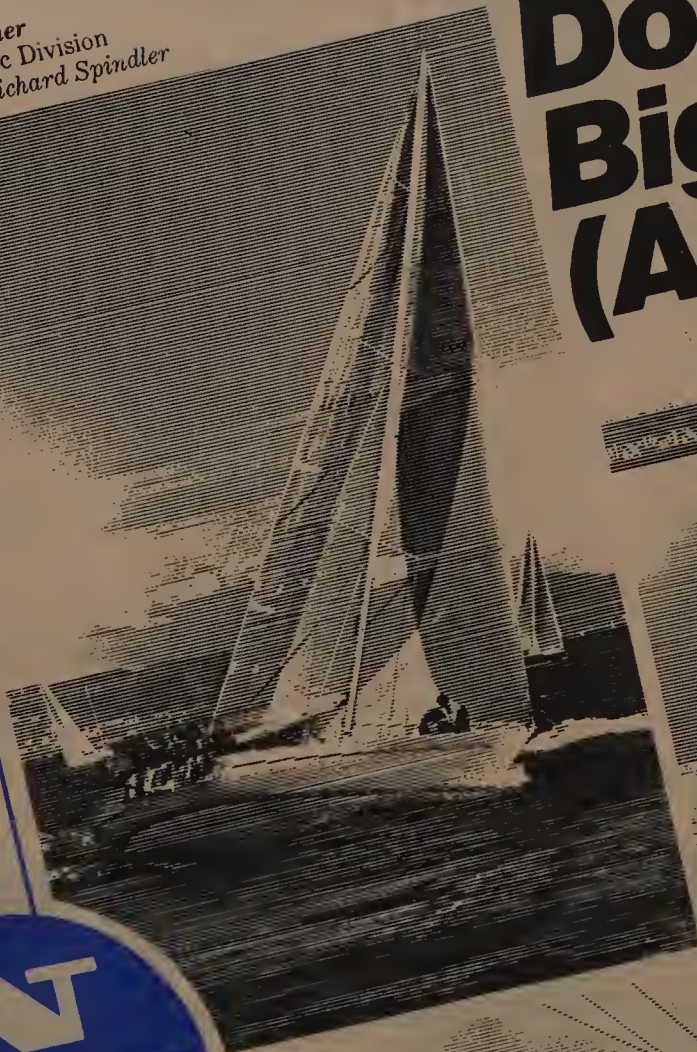
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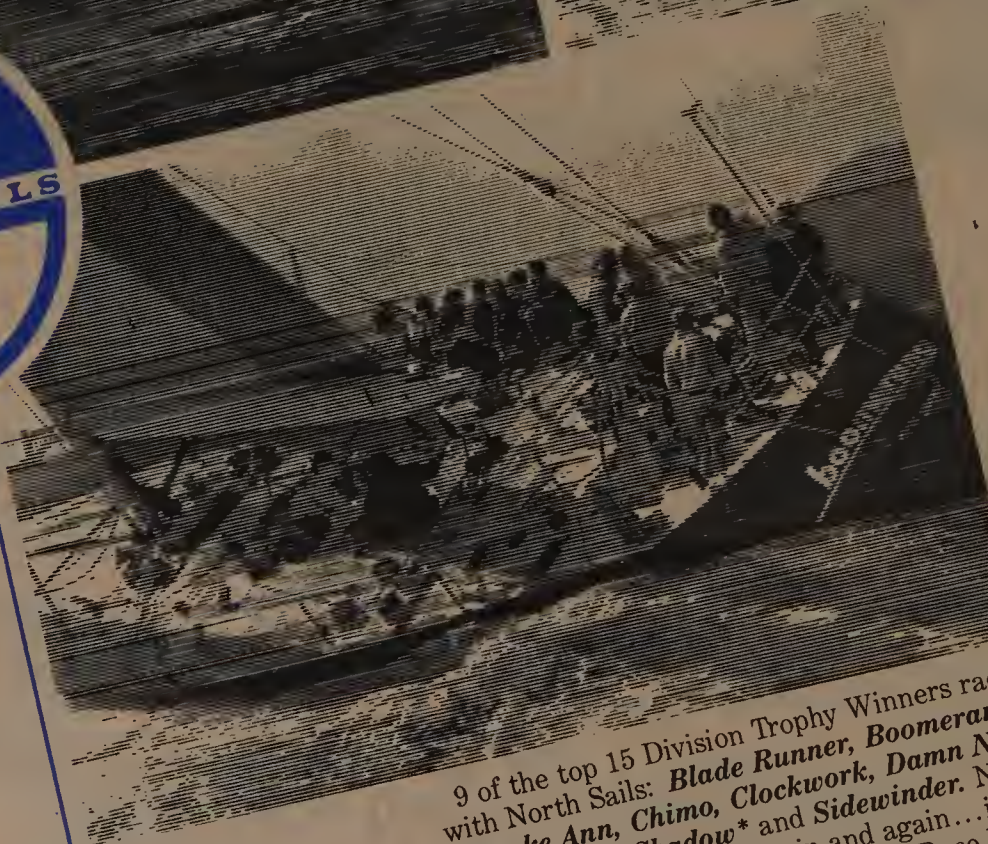
Blade Runner
1st: Atlantic Division
Photo by Richard Spindler



Clockwork
1st: Keefe-Kilborn Division
Photo by Richard Hixson



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Boomerang
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LETTERS

□ KEEP IT COOL

In reference to the various comments on waterpox or gelcoat blisters that you have carried in past months, I think the water temperature must have a definite influence on the development of blisters. Once I owned a ten-year old fiberglass boat that had never shown a blister until I sailed her into tropical waters. Then quite suddenly she had thousands of small ones. Almost all of these disappeared when the boat returned to colder water and had undergone a haul-out.

As a youngster I kept boats in Drimmelen, a little mudhole harbor in the Netherlands, which now has become one of the biggest or the biggest freshwater marina in Europe. Unfortunately the occurrence of waterpox there is at least double that of other harbors in the country. The boat owners and yards blame it on the heated water outflow of a huge power plant two miles upriver.

Your article on Ventura and Channel Islands Harbor in the October issue was quite accurate. After enjoying the Delta for several weeks this summer I felt the usual need to shake the boat down and sailed to the southland. Those two marinas are indeed excellent.



In Ventura, a 'head' means a nicely landscaped, conveniently located building with at least three shower stalls, plenty of sinks, toilets, and mirrors, in addition to a washer, a dryer, a drinking fountain, two telephones, a bulletin board and an outdoor faucet — all of which are kept sparkling clean on a daily basis.

Every sailor who believes that our Bay in the summer is anything to brag about should spend a few months sailing around the southland. Incidentally, the Channel Islands Boatworks was very efficient in undoing the errors of the Bay Area mechanic who had done a regular annual maintenance on my diesel.

Your translation of the name of the beautiful yacht *Grote Beer* ("which means 'great beer' in Dutch") is less accurate. Great beer in Dutch is Heineken and Dos Equis Amber. *Grote Beer* is the stellar constellation Ursa Major or great bear.

Do I receive a t-shirt or a Dos Equis now, or do I have to tell you first how the good folks from Elay anchor boats on weekends in the Twin Harbors of Catalina? I do not know if I can endure the reliving of that nightmare.

Louk Wijsen
Mechaieh
Ballena Bay

Louk — We depleted our t-shirt supply at the Mexico Only Crew List Party, but will be getting more soon. Your name is on one of them.

□ GRIPPING

I've made a couple of trips to Bequia — one of Grenadine's

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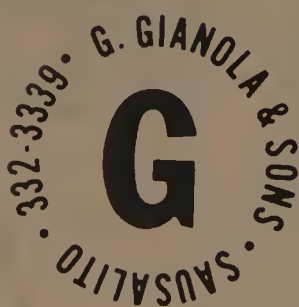
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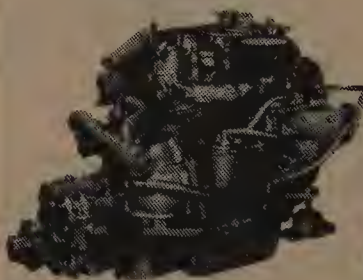
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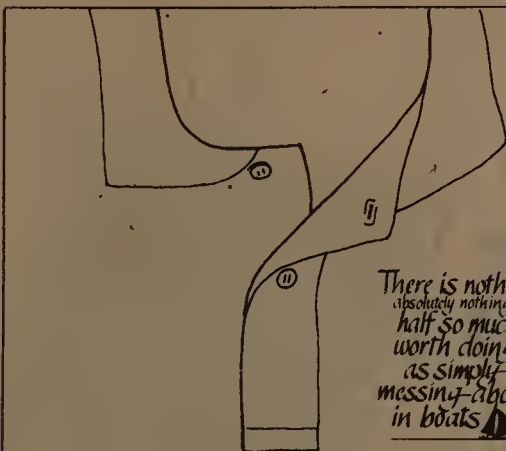
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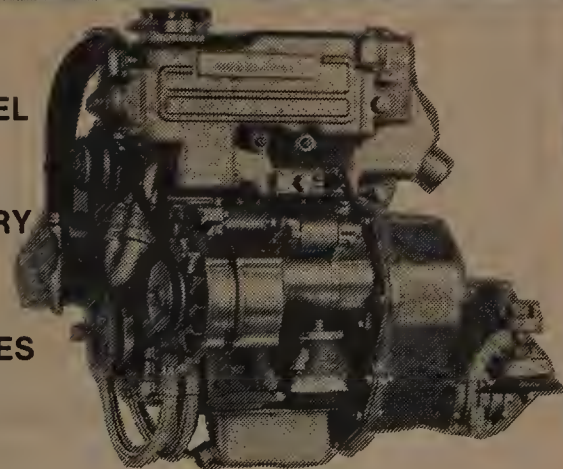
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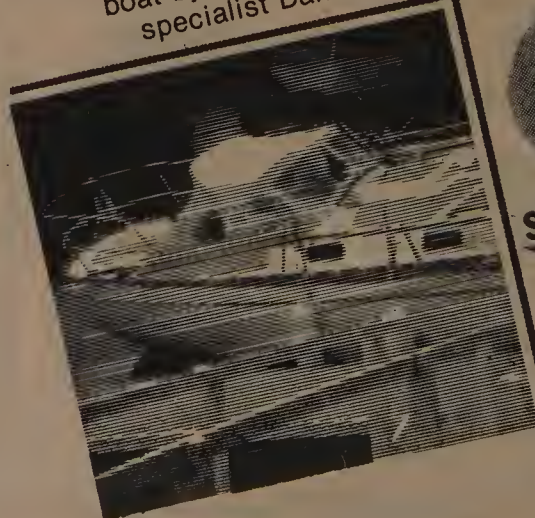
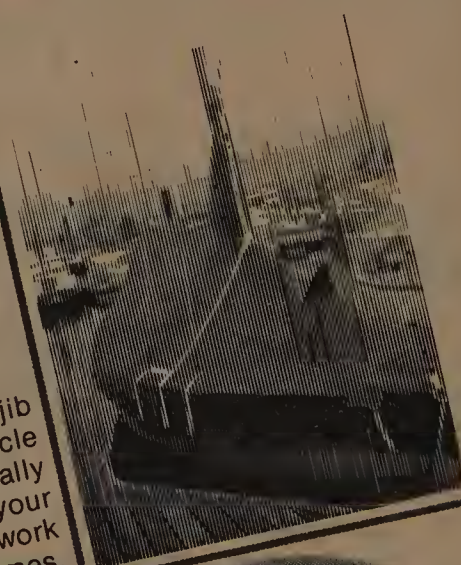
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LETTERS

Leeward Isles in the southern Caribbean — most recently aboard *Beyond* in the spring of 1983. Recently a friend sent me a book, *Sitting Ducks*, about the experiences of a couple whose cruise there turned into an incredible nightmare.

Betsy Hitz-Holman, former managing editor of *Cruising World*, left in 1980 on the *Alajuela 38 Cheers*, with her partner and fiancé, for a circumnavigation. Jim Holman was a professional sailor, and together they scrimped, saved and finally provisioned to leave on what was to have been the realization of their life-long dream.

In Bequia, just as they were turning in, a naked midnight intruder quietly boarded their boat, robbed them of all their cash and identification, threatened to rape Betsy and finally stabbed Holman twice with a rusty machete. The true story relates with astonishing accuracy — naming Island residents — the deplorable medical treatment, corruption in the bureaucracy, greed, and deceit, yet at the same time acknowledging the contributions of Son Mitchell (recently-elected minister from Bequia who, with his wife Pat, owns the *Frangipani*); Bill Little and his partner Barbara at Bequia slip; and Chester, the ro-tund manager of the Sunny Caribbee.

The horror continued when, exhausted and depleted, Betsy and her crew ran *Cheers* onto a reef, where she spent 11 days being battered to bits, as the owners tried to manage to find reliable help. (Jim was still in the hospital Stateside).

Your readers will find this book gripping, I'm sure. Anyone who sails will have 280 pages of goosebumps.

Thea Snyder Lowry
Ross

Thea — We've read the book, and you're correct, it is excellent. In fact the co-publisher, who reads all the best-selling thriller books, thinks the true story "Sitting Ducks" tops the best fiction.

For those looking for a good read, the author is Betsy Hitz-Holman, the publisher is Seven Seas Press, and the book is distributed by Simon and Schuster.

❑ NOT QUITE RIGHT

I would like to correct the answer to Laurence Corash's letter [Volume 88, page 53]. Under Title 33, the state boating authority to notify within ten days after an accident causing more than \$200 in damage is the California Department of Boating and Waterways, not the DMV as was suggested. Also, the Department of Boating and Waterways must be notified in cases of death or disappearance within two days. Even if a police report is taken (or a Coast Guard report), it is still up to the boatowner to make his own report to the DBW as law enforcement agencies are not required to report to the DBW (with the exception of their current study on substance abuse requiring law enforcement officials to report accidents suspectedly caused by any type of substance abuse until November 1985).

The Department of Motor Vehicles is cooperating with the DBW in that all boat registrants will receive "report cards" (IBM cards) to keep onboard their vessels that they can fill out and mail directly to the Department of Boating and Waterways in the event that they are involved in an altercation meeting the above mentioned criterion. These cards will be mailed with their renewal notices.

On a happy note, AB 2807, the mechanical harvesting of the dreaded water hyacinth in Contra Costa County, has been vetoed by the Governor. This would have taken \$80,000 from our coveted Harbors and Navigation Funds to mechanically cut down the plants at Rock Slough, Contra Costa's drinking water intake area. It has been proven beyond any reasonable doubt that not only is spraying the most (only) effective way to rid the area of the plants, but it is also



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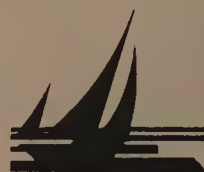


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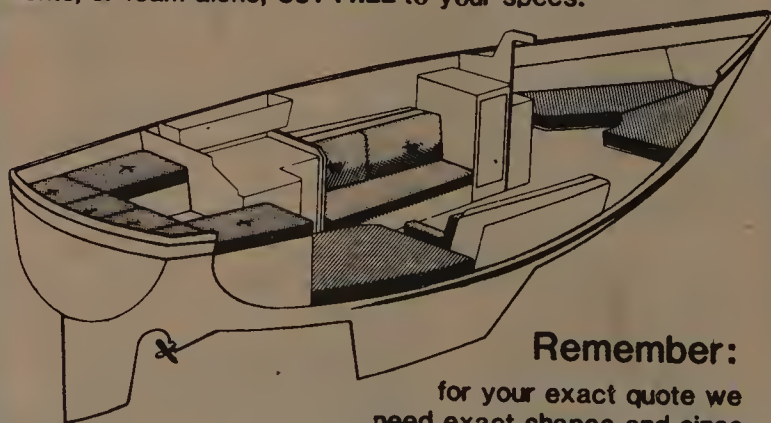
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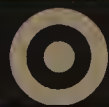


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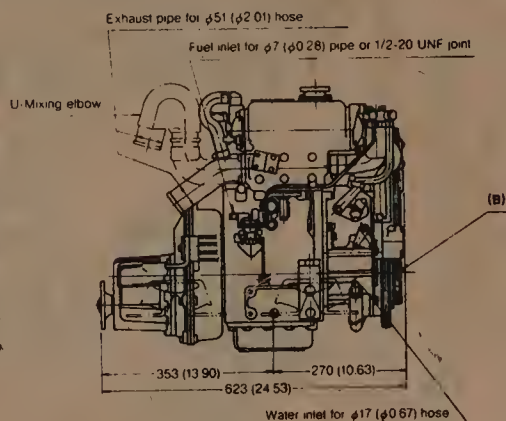
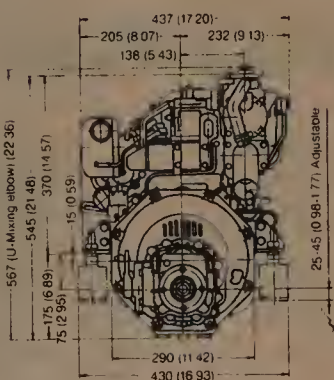
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LETTERS

a safe way. The funds were to come from the General Fund, but we had to oppose it when the bill was amended to use boating funds.

Claire M. DaRe
Legislative Director
Northern California Marina Association
Oakland

Claire — We appreciate your clarification. The error in identifying the correct boating authority was Latitude 38's alone.

□ APPRECIATE THE SUPPORT

Mr. Bill Twist's guilt regarding his "expensive toy" is totally unjustified from my perspective.

I am an employee of one of the small companies involved with building Mr. Twist's custom yacht, *Blade Runner*. Perhaps Mr. Twist doesn't realize that his order helped support about ten families here in our shop alone for one whole month, while his work was in progress.

It is commendable that Mr. Twist helps the Hunger Project — but it is commendable that he has helped our U.S. economy, too! In my opinion, the money he has spent on *Blade Runner* is well utilized and appreciated very much by working people, like me.

It is a real source of pride to work for a company that has played a small part in this fine yacht's success.

If you print this letter, please do not use my name or the name of the company that employs me.

Name withheld by request
Northern California

□ AGAINST THE RULES?

We recently had a near collision while coming into our slip at Fortman Basin Marina. In what was a very narrow space partly occupied by a visiting yacht, a boat under sail only was coming out of his slip directly abeam of us. Since we were under power we had to take immediate evasive action by speeding up past our slip and then having to maneuver our 34-footer in a sharp U-turn to turn around.

I'm not sure if there are rules regarding this type of hazardous seamanship, but there should be, along with a hefty fine. It's one thing to give way on the Estuary or on the Bay where there is often ample room, but in a marina we are talking about as little as eight to ten yards.

Obviously, the sailboat had no control over his vessel and could have forced us or himself into several other moored boats, causing considerable damage. It was in this same marina about two months ago that a boat under sail hit a docked boat while trying to sail into his slip. The incident, in fact, made the Channel 5 News that evening.

Besides creating a potentially dangerous situation, it is extremely discourteous.

Pat Piazza
Alameda

Pat — We're afraid we're going to have to respectfully disagree with you on this one. From what you've told us, it seems the 'hazardous seamanship' had little or nothing to do with the fact that the one boat was under sail only.

The order of blame — it would seem to us — initially belongs to the individual backing his boat out of a slip when another boat — yours — was approaching. Second at fault would be the visiting boat that apparently was tied up in such a way as to restrict the normal fairway.

Inherently there is nothing wrong with sailing in, or out of a berth.

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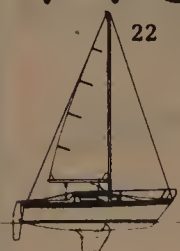
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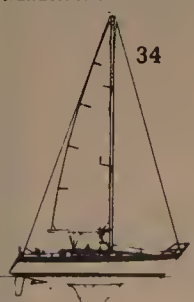


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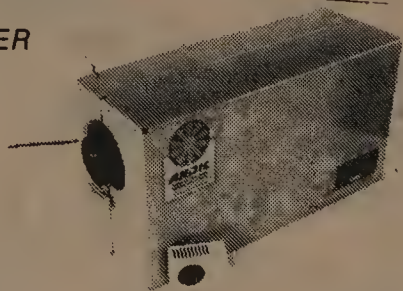
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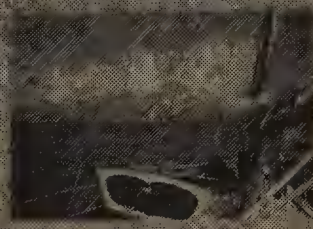
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LETTERS

Almost every weekend you'll find dozens of mostly small or light boats doing it at the St. Francis YC. We sail the Olson 30 we charter into a side-tie at Sausalito every time there's enough wind to move the boat. We even used to sail our Freya 39 into our slip at Clipper Yacht Harbor on occasion — although it's true that once the wind did shift at the critical movement leaving us with no alternative but to ram the boat right up on a nearby mud embankment.

Certainly boats under sail alone require a greater degree of care in enclosed places such as a marina, and that the reckless operation of them can lead to anxious moments or even heavy damage. But the latter is true of boats under power as well. In fact we've probably seen more boats under power hit berthed boats or slam up onto docks than those under just the power of sail.

□THE HEAT'S ON

I've been reading your magazine now for a couple of years and seems I have always been that far behind in current sailing news.

Close friends of mine, Dave and Rita from San Diego, always greet me with a stack of back issues. Being fairly new in the sailing world and now a very pleased owner of a Catalina 22, I find your magazine even more enjoyable and informative than ever.

We desert sailors — although not weathered like the Bay Area — do have and enjoy a hearty gust or two now and then. We enjoy reading experiences all the way from the maxi's to the cruisers to the dinghy mishaps.

Enclosed are long overdue subscription bucks and again, thanks to Dave and Rita, and to you at *Latitude 38*.

P.S. For a different "latitude" try some desert water sometime!

Mark Pennington
Chandler, Arizona

□SINGLEHANDER TO TIE THE KNOT BUT NOT SETTLE DOWN

Thanks for sending the mags to the Great White North! I recently stopped down in San Francisco for a week settling my Mum's estate. Now it looks like I'm moving to the cold country for good as Scott and I — you may remember him as being with me before the start of the Mini-Transat in England — are getting married. Married, yes, but never bound to settle down. I'm the same as always.

Scott and I have moved to Squamish, where the mountains fall into Howe Sound. *Little Rascal*, the Wilderness 21 I sailed alone across the Atlantic and Pacific, loves it here as she gets sailed more than she did in the Bay. Speaking of *Little Rascal*, I've got a great idea for an article: *The Mini Cruising Territory*. I trailered *Little Rascal* up North behind Jenny, my V.W. van, and it was less of an epic adventure than one might expect. I found a great marina that loaned me a hoist pad for the trailer to be parked in for a month and my island hopping began without the normal uphill battle.

What do you think? Of course even if you like the idea you have to understand that when it comes time to actually write sometimes I can't find a pen.

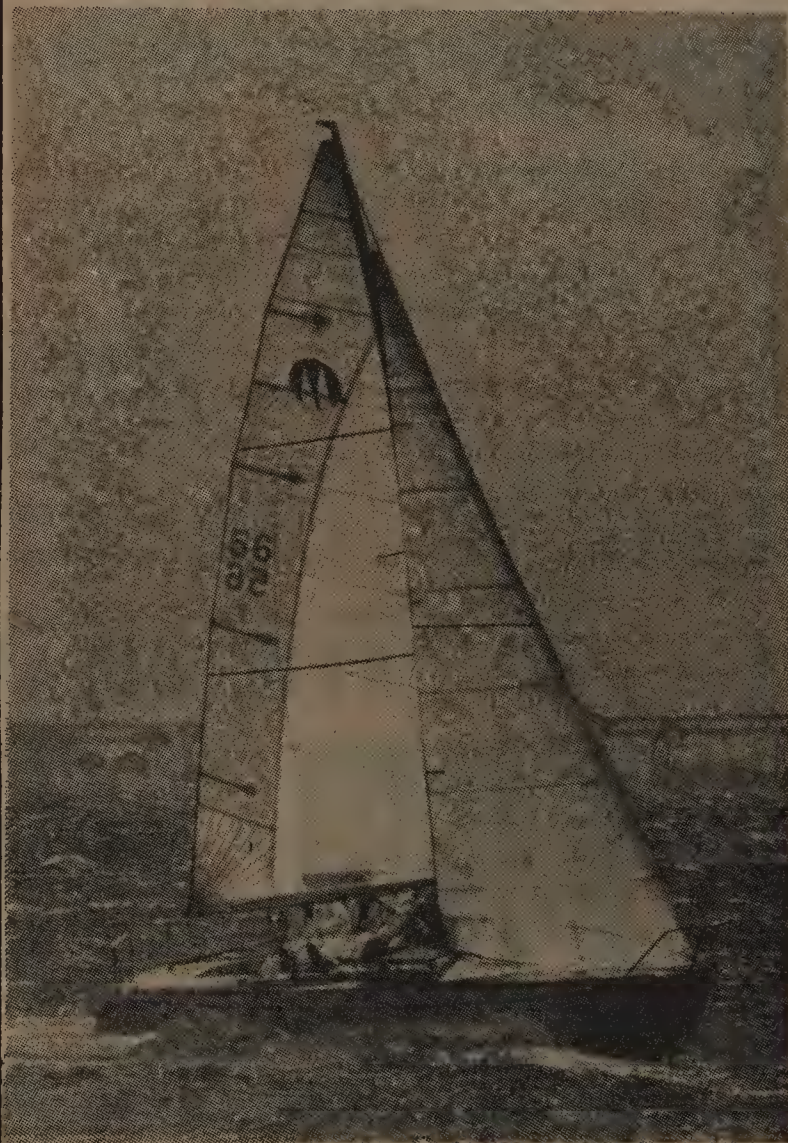
P.S. Even after I get married, I'll still be Amy Boyer.

Amy Boyer
Squamish, British Columbia

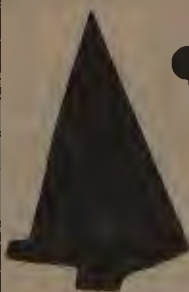
Many *Latitude 38* readers may remember Amy Boyer, who back just a few years ago raced singlehanded across the Atlantic and then the Pacific in her *Wilderness 21*, *Little Rascal*. The irony was that she was younger in years than her boat was in feet. She placed very well in both races. For old friends of Amy's who may want to send along a wedding present or note, her mailing address is Box 1518,

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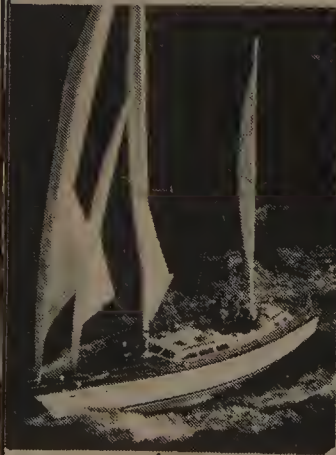
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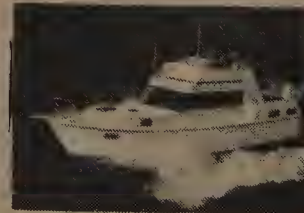


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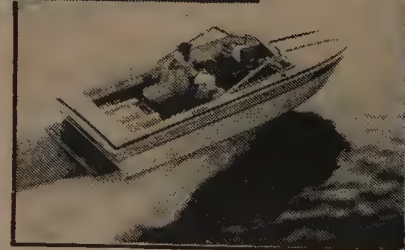
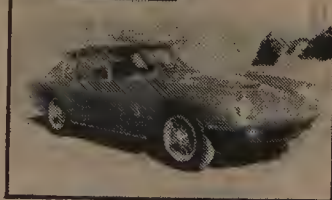
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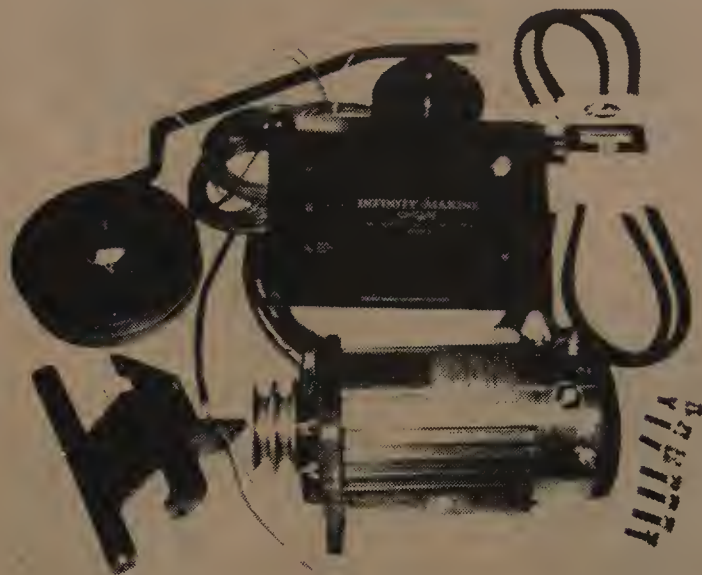


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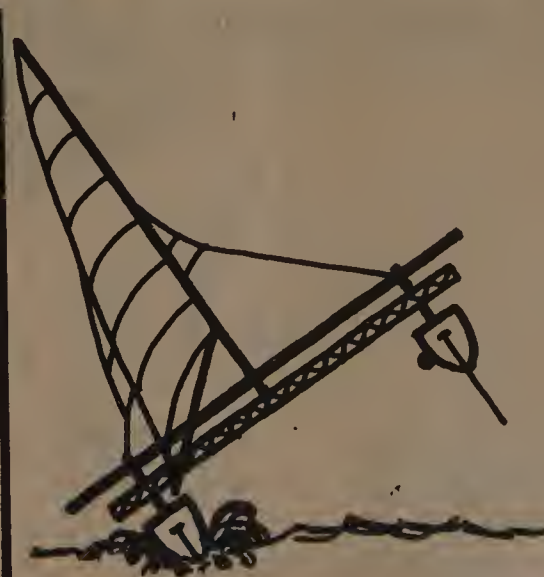
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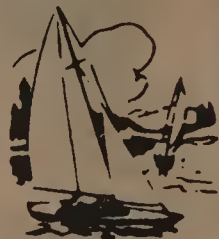
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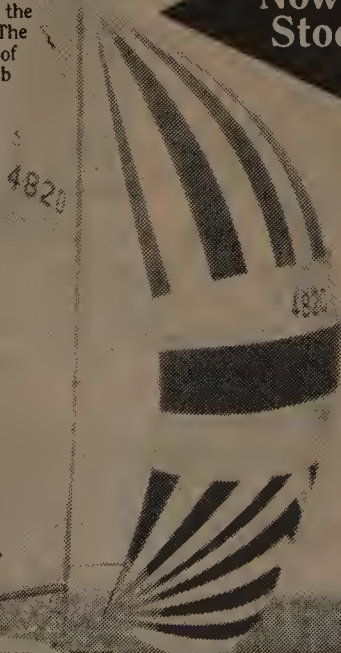
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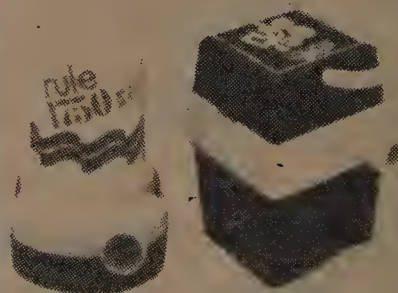
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LETTERS

Squamish, British Columbia, V0N3G0, Canada. We're sure she'd love to hear from you.

The letter from Amy reminds us that we just recently received a note from another woman solo-TransPac'er, Grace Sime Hammett. Grace did the most recent Singlehanded TransPac, having been married just weeks before the event. Grace writes: "Greetings from Sequoia National Forest. Life here at 7,000 feet is an adventure to be sure. The days are filled with reading, writing, and hiking. My husband Gregory and I will hang out here in the forest until the weather turns cold and then head for the deserts of Arizona and New Mexico. Spring will find us headed for our property in Alaska, a patch of wilderness 200 miles south of Anchorage on the Kenai Peninsula overlooking Cook Inlet. May your camel's dung always burn brightly in the dark of the desert night."

Other than Amy and Grace there has only been one other woman to complete the Singlehanded TransPac, Linda Rettie. We'll have a lot more on what she's up to — and it's definitely sailing — next month.

□ DIDN'T KNOW WOMEN TALK THIS WAY

Re: The Flasher photo in the October issue.

Those are staggering tits! Are you sure you can't get sued?


Karin Hughes
Alameda

Karin — In the sense that anyone, anywhere, anytime can get sued, no, we are not sure that we won't be sued. We did, however, take what we believe were adequate precautions so that we wouldn't face such an eventuality.

But far more important than all that legal horseshit, prior to considering publishing that photograph we made inquiries to be certain the person involved wouldn't feel hurt by it.

If the truth be known, it's an honest picture, reflecting both the ex-

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Equal time. An ad in a Japanese magazine for the Int'l 14 Class.

uberance and nonsense that surrounds a grand prix event like the Clipper Cup. It's a tension-packed world, can't we all be a little crazy once in a while?

For those who care, the lady with the big smile on her face is not

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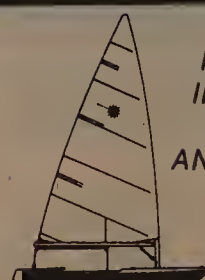


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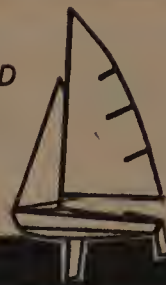
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LETTERS

an 'outsider', but someone who brings substantial time, good will, and energy to sailing. We remember her best for an impassioned plea she made at the awards presentation of the tragic 1983 Doublehanded Farallones Race, cajolling the group not to give up searching for the four missing participants until every last ray of hope was gone. It wasn't that she was related to them or that they were especially good friends; they were fellow sailors, and that was enough for her. The lady in the picture has a lot of great qualities, the least of which are merely skin deep.

□ BEWARE OF CRUISERS BEARING GIFTS

We just received a letter from a Bay Area singlehandler, Dave Symonds, who is currently cruising in French Polynesia. He listed the highlights of his trip, which included "spending most of a day in the home of a Marquesan family; eating, drinking, and laughing together", and "trading with the natives; exchanging fishhooks, bubblegum, or costume jewelry for oranges, grapefruit, bananas, and even gasoline".

Interaction between people from different cultures is one of the most enjoyable aspects of cruising, and should be a positive experience for all involved. But, in a recent column in *Cruising World*, Earl Hinz recommended trading tobacco with the Pacific island natives, and that is hardly positive. Those lovely people had no dental cares or venereal disease until the white man landed on their shores. Do they really need lung cancer and emphysema? Why not use a little creativity and trade items that they do need: tools, nails, pocket knives, or toothbrushes? If you are going to Mexico, how about screwdrivers, pliers, clothing or even band-aids instead of *Penthouse* magazines or whiskey. Fishhooks, bubblegum (sugarless, of course), and jewelry are great ideas.

Mr. Hinz says that tobacco is a very valuable commodity with which to barter; this is great for cruisers but only detrimental for the natives. I wrote a similar letter to the editors of *Cruising World* but received no response. It sure would be great to see a retraction from Mr. Hinz in his column. If every cruising boat in the South Pacific followed his advice and carried tobacco to the islands, it seems to me a lot of harm would be done, and I'm sure nobody wants that. Let's keep the islands and their peoples as untainted as possible when we visit. Let's keep everything positive for everyone.

Rob Coleman
San Diego

Rob — Since we drink and carry "art" magazines on our boat, it would be a little hypocritical of us to advise cruisers not to trade such items with the local people of the various countries they visit. But what the hell, we'll be hypocrites because we're with you. In addition to the stuff you mentioned, balloons are also very popular as are children's clothes, particularly in Mexico.

□ CLIPPER CORRECTION

Congratulations on an excellent September issue. It was really great to read a well-written article on Clipper Cup right after sailing it. By the time the "glossies" get their stories out three months later who remembers and who cares anyway?

One small correction. The infamous 'holes' in the Around the State course are off the west coast of Niihau; the west coast of the Big Island; and as it turned out this time, well before Hilo at Cape Kumukahi. Having navigated *Checkmate*, I came away feeling, "It's not so much where you go, but when you get there." Some boats breezed through areas that hours later became parking lots — and the other way around.

A meeting of the race officials, owners, skippers, and navigators

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LETTERS

afterward gave many people a chance to suggest changes for the series. Jim Kilroy, owner of *Kialoa*, was first to say, "A race is a race — count them all the same." Others favored different weighting systems, and some wanted to change the course for the long race altogether. I think we can expect the Around the State Race to continue as is, but weighted at an in-between 200 points.

Still, it was a great series and the next one will be even better. You've got to love it!

Al Thoma
Makawao, Maui, Hawaii

Al — Thanks for the correction. We knew what we meant to say, we just wrote it backwards. Because of talents like that we're no threat to your position as navigator on Checkmate or any other boat.

□HECK WITH THE NEWS

Enclosed is a check for a first-class mail subscription to your wonderful magazine. While cruising Mexico and the South Pacific, issues of *Latitude 38* became more important than the daily news.

Now that we're home for a short stay, *Letters* and *Changes in Latitudes* will enable us to chart the progress of some of the many friends we met along the way. Keep up the good work.

David Wasserman
Newport Beach

David — We're glad we've been able to afford you folks some pleasure.

Incidentally, anyone heading out into the cruising world by boat or plane can pick up a load of Latitude 38's, past or present, for distribution to the cruisers. It makes for an easy way to meet folks, and often times you can get a drink or two per copy for the trouble you've gone to. Just call us at (415) 383-8200 and we'll ship the magazines to you before you leave.

□HELP PLEASE!

I recently purchased a Southwind 32 cutter, Hull #12, a kit boat built in the Bay Area (Alviso, I think). The interior is not complete and I have no plans, drawings or specifications to work from. This boat also sold as an Anastasia 32, a production model, designed by Bruce Bingham. (Bruce is hard to get in touch with.)

If anyone reading has any information about this type of boat or possibly the name of the person who sells this boat kit, please contact me at 10863 El Nopal, Santee, CA 92071, or call collect (619) 223-4073.

Please help me complete this beautiful little cutter by sending along any information you might have.

P.S. I might add I too am a subscriber to *Latitude 38*, and your magazine was a factor in the decision to buy a boat — I'm happy.

Ron Kent
Santee

Ron — Didn't the individual or company you bought the hull from have interior plans?

If no readers respond, we suggest you really work hard at tracking Bingham down. Doesn't he live in Santa Barbara or something?

□TOO MUCH TO COMPREHEND

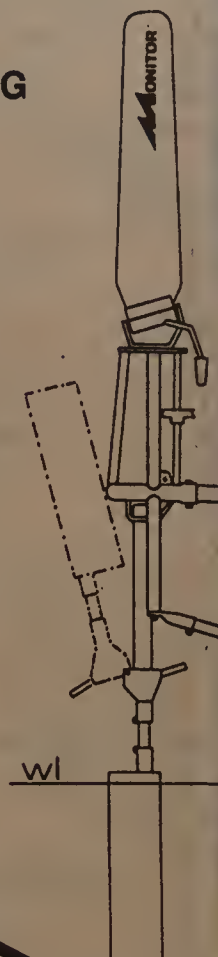
In your July issue we read with great shock and sadness about the double murders in Turtle Bay, Mexico. It hit us like a death in the family since we met these nice people, Bob and Marlene Pugh, at Parque Aquatico in Costa Rica. If by chance Marlene does read *Latitude 38*, or someone could relay our message: please know that

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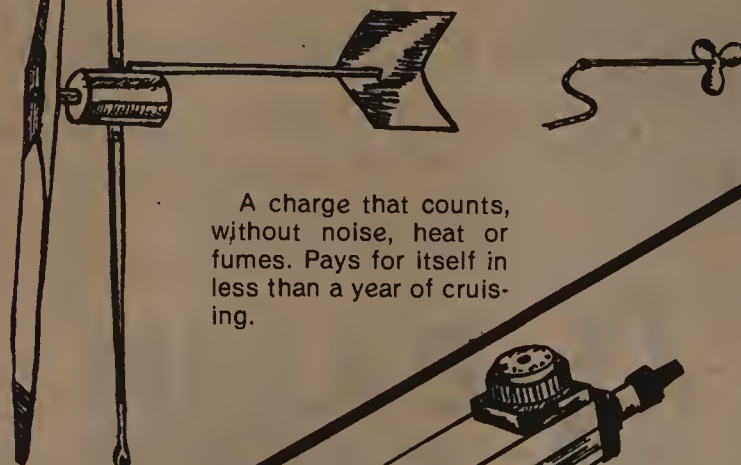
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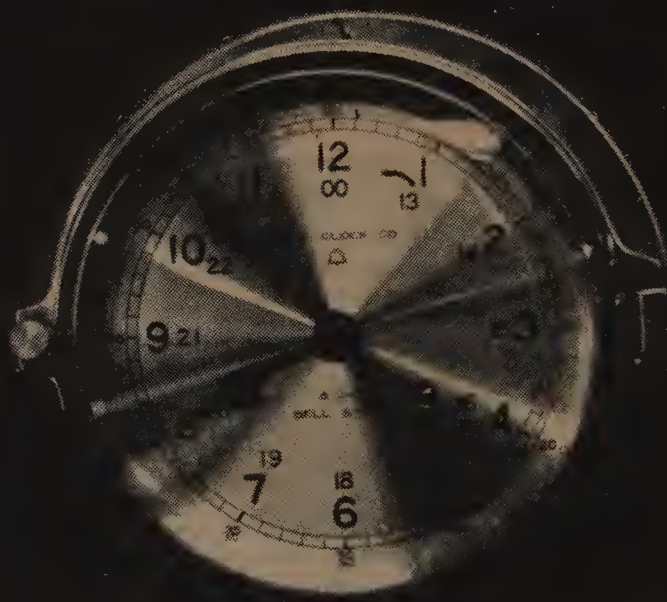
If you are considering selling your boat, you are probably aware of the advantages of donating to a non-profit organization.

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LETTERS

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□ FIND A NEED AND FILL IT

I need a Coronado 34 brochure/manual.

The last ten years I have spent slowly restoring a 1968 Coronado 34. I've tried various brokers, etc. and still have had no luck in obtaining one. I'd gladly pay — even for a xerox copy.

Perhaps your readers can help.

Richard C. Somers
6 School Street Plaza
Suite 250
Fairfax, CA 94930

Richard — If one of our readers can't help out, you might want and try a real long shot. Frank Butler, who for many years has owned and operated Catalina Yachts and most recently purchased Morgan Yachts, was the gentleman who owned Coronado Yachts back in the days of the Coronado 34. Maybe he's cleaned out his closet, but just possibly he's still got a manual for the 34. We're sure he's busy as hell now that Catalina has acquired Morgan Yachts, but sometimes boatbuilding entrepreneurs have strong emotional ties to their early boats and will take time from their busy schedules to provide a helping hand. It can't hurt to drop him a letter in care of Catalina Yachts in Woodland Hills.

□ POSTCARD FROM ACROSS THE ATLANTIC

It's kind of like Lake Tahoe/Big Sur here at Bardolino, Italy. At the northern end of the lake sheer cliffs drop straight into the water, while the southern end is rolling hills. Around Bardolino and Garda it's like Tahoe City done in terra cotta.

But there's no wind. Some German sailboarders said the wind blows only at certain points of the lake, and Riva, at the northern end, is the best. I haven't seen any of Bruce Farr's lake boats either, but there's a lots of race boats in the 24' to 27-ft range.

While in Ireland I went to Kinsale and visited designer Ron Holland's bar, The Spinnaker. The walls have line drawings of all his maxi designs, including Sassy and a 100-footer. There's also a photo of Nolan Bushnell's *Charley* surfing to the finish line at the end of the TransPac. The prettiest girls in Ireland hang out at The Spinnaker — although maybe they're not all from Ireland. Good sailboarders in Galway.

Peter Costello
Bardolino, Italy
Normally of Santa Cruz

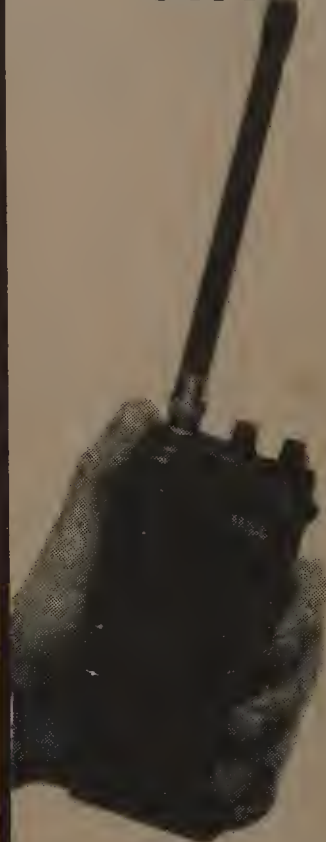
□ COPING WITH AN EMERGENCY IN THE VIRGINS

Sailing With Diabetes, Volume 84, brought back a memorable experience I'd like to share with your readers.

It happened on *Maverick*, a charter Brixham trawler ketch while anchored with ten guests and six crew in a secluded anchorage at Norman Island, British Virgin Islands. It was Christmas Eve, 1983, and dinner was already 30 minutes overdue, but then up came the mate who played the organella (dinner call).

Everybody was hungry from handling the big sails in the burning sun all day long. As my plate arrived, everyone praised my wife for preparing another splendid meal. Then the mate serving called my attention to the California gal sitting next to him. She was swaying

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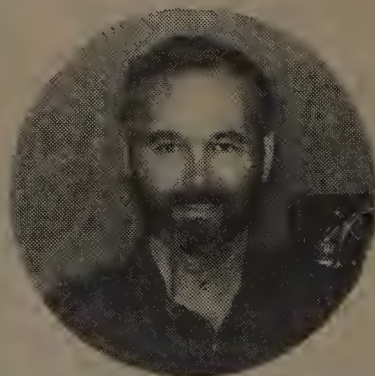


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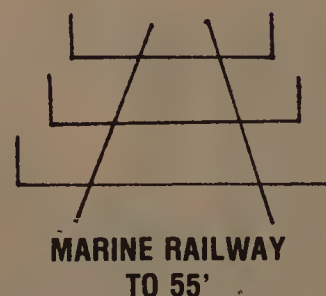
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LETTERS

with the motion of the ship, no expression on her face, and sweating profusely. Suddenly the realization came to me: diabetes, coma.

So many trips with all those doctors aboard, but none this time. Everyone looked to the captain, expecting miracles just as they had read in *Hornblower*. Fortunately the captain and his wife used good common sense and formed a team.

I managed — although it's now hard to believe — to carry the patient up on deck. My wife searched the Merck Manual for the clue: is the patient up or down in sugar? I put another crewmember on the VHF to establish contact with the Coast Guard in San Juan. Others took the launch to search a nearby crowded anchorage for a doctor. Other guests from California dug out the woman's medical card with the 800 number on it.

As everyone continued on with their efforts, I slapped the woman around hoping that it will bring her out of the coma long enough to find out the critical question, was she up or down in sugar?

Naturally dinner is a flop, and everyone is on deck. We find the Coast Guard isn't coming in strong enough, but they will play with their set. An eternity is passing. I am determined not to have to dig out the last rites — and anyway I don't have a U.S. flag big enough or a cannonball.

Here comes my wife with the clue: sweating means the woman is low in sugar. She is too far gone to give a fast-working coke, so honey, slow but sure, will have to be it. We work closely and intensely with the woman.

When the response comes it is so sudden and violent that the patient missed biting my nose off my less than a quarter inch! Her bared teeth brushed by the tip of the nose. Then she went for my thumb! Beautiful, keep on doing this, we'll get you back yet.

Now here comes the VHF crew. Contact has been established, the 800 number has been passed on, we're loud and clear with the Coast Guard. The patient asks, "What's the matter, did I go out? I'm hungry." Just like that!

Her cold food was brought up on deck quickly. She cleaned the plate fast. Finally the launch returned with a doctor. But by then she is already on her third piece of chocolate cake. Needless to say, she was the only one to finish her dinner that evening.

We later learned that she had taken an extra amount of insulin in anticipation of dinner drinks and a big meal. She made a mistake about our dinner schedule by one hour, and to top it off, we were half an hour late with dinner. In the meantime she had been sipping her drink.

The woman repaid our efforts by promoting our 'thing' in and around San Francisco. That brought Chuck Stern from the Golden Gate YC to us. He's a generous guy to send us his *Latitude 38's* when he's done with them. Your magazine is an enjoyable way to stay in touch with you sailors that do 'it' for recreation.

Greg Stoye
St. Thomas
U.S. Virgin Islands

□ NOT FADE AWAY

With luck, the waning of summer winds and Max Ebb's October column will stimulate some local sailboarders into an active organization. As one of the pioneers of sailboarding off the City Front and as an experienced dinghy and big boat racer, I feel qualified and obliged to respond to some of the points raised in that column.

Safety: Sailboarding is inherently very safe, and equipment and wetsuits have greatly improved. However, many fools are attracted to such a high speed rush, and there will *always* be breakdowns. The Coast Guard should not be wasting the fuel required of a 40-ft cutter

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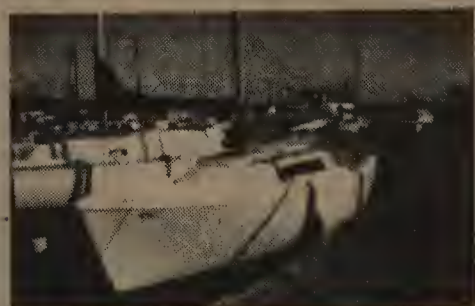
27' Santana '71 original owner \$18,000



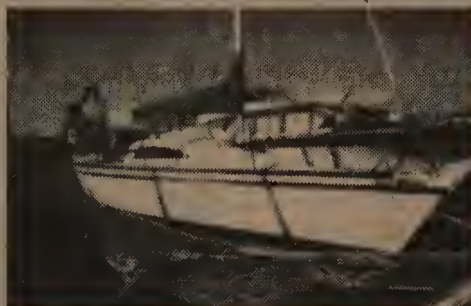
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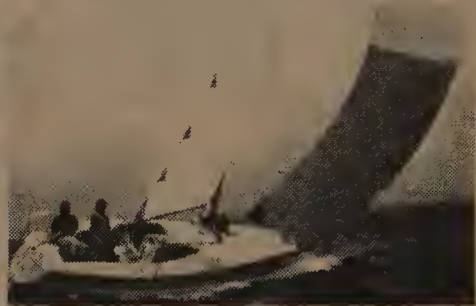
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LETTERS

to fish out tired or broken-down sailboarders. A 16-ft Boston whaler could do the job better and more cheaply. Maybe a private group of powerboaters or Coast Guard auxiliary types could organize a service from Crissy Field that could drag in people for \$10-\$20 a pop. On weekends they'd "clean up" on the Bay. I don't know the legal or insurance implications of this, but I do know that European ski patrols have worked in similar fashion for years. If current regulations prohibit private for-profit rescue, the Coast Guard might consider using smaller craft until a better solution is found.

To the best of my knowledge, there has been only one local interference by a sailboard with a large vessel and that was by an out-of-stater with a ferry in the narrow Larkspur channel. The oft-published Larkspur sign now explains the steep fine for such an occurrence. Fines are an important deterrent, but out in the Golden Gate shipping lanes, the sailboarder's greater fear should be losing his life. No one can expect a ship to maneuver to avoid a sailboard. Rather than close shipping lanes to sailboards, it makes more sense for ships to push on ahead and for the few survivors of sailboard/ship interactions to be heavily fined — as is the present policy.

Should there be a qualifying standard for a sailboarder to cross shipping lanes? The Windsurfer Bay Crossing Race has been required to have such a standard for years; but it was begun when crossing the shipping lanes was an unusual one-a-summer event. Now each of us does it 20 times in an average afternoon. Self-policing should be a priority, but it will be nearly impossible. Many days the beach at Crissy is warm, and there is flat water, light wind, and little current inside Anita Rock. What there is not is a leeward shore or a sign out on the water telling the inexperienced where to turn back. So some fools go out too far. At present, sailboarders are much too loosely organized — nor do they have the authority to certify all who want to try sailing on the Bay or to police who does or does not leave the beach. Most of us abhor the thought of being so regulated. So I think that for the present fools should pay heavily (so that all may learn respect) and that qualifications should be left to those who organize races.

Just because Europe has regulated sailboarding areas does not mean we should. Europeans also must have a license to sail a dinghy. Besides, sailboarders risk only their own lives. Inebriated helmsmen out sailing big boats risk their crew's lives as well, and they are required no certification.

Right of Way: Most sailboarders off Crissy are sailing a beam reach; the crossing sailboats are going to weather or downwind. There is a built-in opportunity for collision. Sailboarders crossing very close ahead of big boats are foolish, but those crossing close behind are having fun, and sharing the fun with those on the boat. It's safe for everyone — and even the cockpit stays dry.

Sailboarding is now so popular off Crissy that most cruising boats crossing the beam-reach flight path do it expecting to see, and enviously gape at our antics; they should have a heightened lookout in that particular area to avoid running over a sailboarder down in the water. Luckily during the best sailboard time, late summer ebb tide afternoons with force 5-6 winds, most boats are avoiding the Golden Gate area; and during the best sailboat racing time — earlier in the day, flood tide, force 3-4 winds — there are almost no sailboarders. Presently the most congestion with racers is during the ebb when downwind boats are hugging the beach. Clearly, the sailboarders must do a better job of policing themselves so as not to interfere with racers.

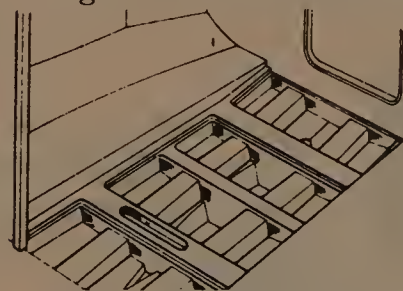
Max Ebb's proposed right-of-way rule, "A sailboard under way shall keep out of the way of all other sailing vessels and all commercial vessels except when being overtaken", is an excellent start. Is it in

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LETTERS

use elsewhere? It's sensible and it's exactly what most sailboarders and boats already do. The standard "obligations under the rules" have little meaning when speed, course, and size of crossing boats are so different, as is the case today between ships and ordinary sailing boats. I think one addition is necessary: "Sailboards racing are entitled to all rights and obligations of a racing yacht." I think members of the yachting and sailboarding communities should discuss this rule further and try it out next year.

Racing: Windsurfer is a well-organized, one-design class with an active racing schedule. However, the board is obsolete in high wind conditions, and the class organization is based in its dealers and has not been absorbed into yacht club or YRA structures. The next Olympic Yachting Sailboard class will very likely be "Open Class Division II". These boards are very round-bottomed, tricky, good in light wind and upwind — and nearly impossible for mere mortals to sail downwind. Given our strong prevailing winds, they haven't caught on here.

The present World Cup format includes all high wind racing using "fun boards" for course racing and shorter boards for slalom. Both of these disciplines have great promise for racing on the Bay. However, to date the only races run locally have been by dealers or promoters, who charge exorbitant entry fees and have a ulterior commercial motive. No wonder yacht clubs aren't interested. Yet there is a growing group of us sailboarders — who have come from yachting and who are members of yacht clubs — who want to create a racing organization that will give sailors control of the racing while integrating it with yacht club schedules and facilities. This organization could also speak up for our rights and needs to the coast Guard, YRA, SBYRA, GGNRA, etc.

Organization: So anyone interested in helping form a San Francisco Sailboard Racing Association please write to me at the address below. I'll try to set up an organizational meeting in December.

Lastly, I'd like to remind all sailboarders to learn the basic right-of-way rules as well as to try out the proposed common sense rule. And I'd remind all sailboaters that the sailboard is the next generations' El Toro, Laser, 505, Hobie Cat, water ski, and snow ski all rolled into one. It's going to teach Olympic yachting champions to sail and it ain't going away.

Paul Heineken, M.D.
234 West Baltimore Avenue
Larkspur, CA 94939

□ EDUCATIONAL TOOLS

I am a part-time teacher in Sausalito (as well as working in a marine store, and doing boat food provisioning). I am also an avid Bay Area sailor.

At our school, we have an intense geography curriculum, basing the study on an imaginary child who is traveling the world in a sailboat with her parents. The students (3½ to 6½ years) can recognize many country's courtesy flags, and we prepare meals, listen to ethnic music and try to learn as much as we can about each place. Our children would welcome any letters and photographs, postcards, or stamps from actual cruising children, wherever they are.

Please print our address, we would try to correspond in return: Children's Cultural Center, 620 Drake Avenue, Sausalito, California 94965, Attention: Heidi Glover.

The "Kick-Off Party" at the Sausalito Cruising Club was super! I met someone interesting and never got around to exchanging phone numbers. If possible, I'd like to get back in touch with the man who has an Alberg 35 somewhere in South San Francisco and was taking the survey about: "Would you go to sea in a boat that didn't have a



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LETTERS

liferaft?" We talked on the upper deck then got side-tracked and separated in the crowd downstairs.

I'm one of the *Latitude 38* fans that reads your magazine from cover-to-cover (including the ads) by the 3rd of every month. Then I wait impatiently for the next 3½ weeks for another issue.

Heidi Glover
Sausalito

□WELL HOWDY!

As a newcomer to the San Francisco Bay Area — California, for that matter — I have just recently had the pleasure of acquainting myself with your magazine.

I would like to compliment you, and your staff, on your coverage of maritime affairs and interest items in this area. Of particular note and personal interest have been your articles concerning the Coast Guard, as well as those pertaining to small wind-driven craft operating in, or near to, the Traffic Separation Lanes. Both categories of articles have been well presented, researched and objective. Keep up the good work!

Thank you for your interest and efforts in promoting safe navigation.

J.T. Cushman
Commanding Officer
Vessel Traffic Service
U.S. Coast Guard
Yerba Buena Island

Commander J.T. — We like to do everything we can to keep the great big boats from running over the little tiny boats.

□A MORE EFFICIENT AUTOPILOT?

I am the person who called recently to ask about linking an electric autopilot to an Aries windvane. I mentioned that I had seen an article on the subject recently, but couldn't recall where.

I want to thank you for looking for me. I got two postcards from you indicating you'd looked, including a referral to a man at a marina there who was said to know something about the subject. Your service is terrific!

Well, I finally found the article I was searching for — in the "Commodore's Bulletin" of the Seven Seas Cruising Association, of which I am a member. I don't know why it took me so long to figure out where I'd seen it, but anyway it turned up.

It's an interesting concept, and if you're into cruising and have a pendulum-type windvane, it's a very inexpensive and energy-efficient way to have an autopilot. Instead of "paying" several amps to drive an electrically operated helm, this arrangement uses the smallest sort of tiller-type autopilot (such as an Autohelm 1000) to move the lead weight on the Aries, which in turn causes the vane to operate as if wind were working it, at tremendous mechanical advantage. What you get is a very powerful steering capability, compass directed, for extraordinarily little electrical use — and if you already have the windvane, at relatively small cost for an autopilot.

Really nifty concept, which I'll be fitting to my 42-ft steel ketch sometime soon.

Dwight F. Rettie
Arlington, Virginia

Dwight — It is an interesting concept, we're surprised that we hadn't heard about it before. Bob Brown, who wrote the piece you read, makes the additional point that it doesn't require the normal chains and extra quadrant of some autopilots, which often make the

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LETTERS

steering more sluggish and renders the windvane less effective when it's working on its own.

For those who aren't familiar with it, the Seven Seas Cruising Association's *Commodore's Bulletin* is chocked full of liveaboard and cruising ideas, information and news. Interested folks can get the *Commodore's Bulletin* by sending \$18 to P.O. Box 2190, Covington, Louisiana 70434.

□ CHARTERING IN MEXICO

Hola. In *Sightings* you recommend chartering a boat in La Paz, Baja Sur, from NAO Yachts. I was wondering if you could let me know how to get in touch with them.

John Nugent
Boulder Creek

John — We haven't chartered one of NAO Yacht's boats personally, but several groups of people who have said they were delighted with the experience. We do know the boats they have are very good, almost brand new, and that the area for chartering is delightful.

Reservations for NAO Yachts are made through Steven's Yachts, Inc. (800) 638-7044. We're not sure how many sailboats are available for charter there at this moment, but we know several more are expected very shortly. A representative at Steven Yachts says the boats in Mexico have been heavily booked.

There are other charter possibilities in Mexico advertised, but to our knowledge NAO has the only legal operation in the La Paz region.

□ SMALL BOAT, BIG WAKE

In view of the overwhelming response of your readership, as the San Francisco representative of Orams Marine I am pleased to announce that a limited edition of handcrafted replica "Orams Heads" will be made available. Only to those readers of *Latitude 38* that can produce all the correspondence on this matter will be eligible for purchase.

For no extra charge each creation can be personally autographed by Ev Smith, Ray Roberts and myself.

P.S. Thank you for John Riise's article on *La Fille D'or*. Janet and I enjoyed it very much. The dog, still unmarried, is alive and well in Auckland.

James Luxton
Sausalito

□ SMALL QUESTION

I'm kinda new as a subscriber and have a small question (bitch?).

It's great to read about all the months' activities coming up, but I miss most of them because I receive the *Latitude 38* at least two weeks late*. Anything you can do about this?

*October received on 10/11.

Ed Campion

Ed — The fastest — and cheapest — way to get a copy of *Latitude 38* is to pick one up from one of our many Bay Area distributors. The magazines almost always arrive on the Friday closest to the 1st of the month.

The second fastest method is to have a first class mail subscription. At \$35 it's not cheap, but speed has always been dear.

The third class subscriptions are \$15 a year, but as we note in the subscription form, these can take two to three weeks depending on the post office, where you live, and other weird factors.

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Can Roller Furling Really Work as Roller Reefing?



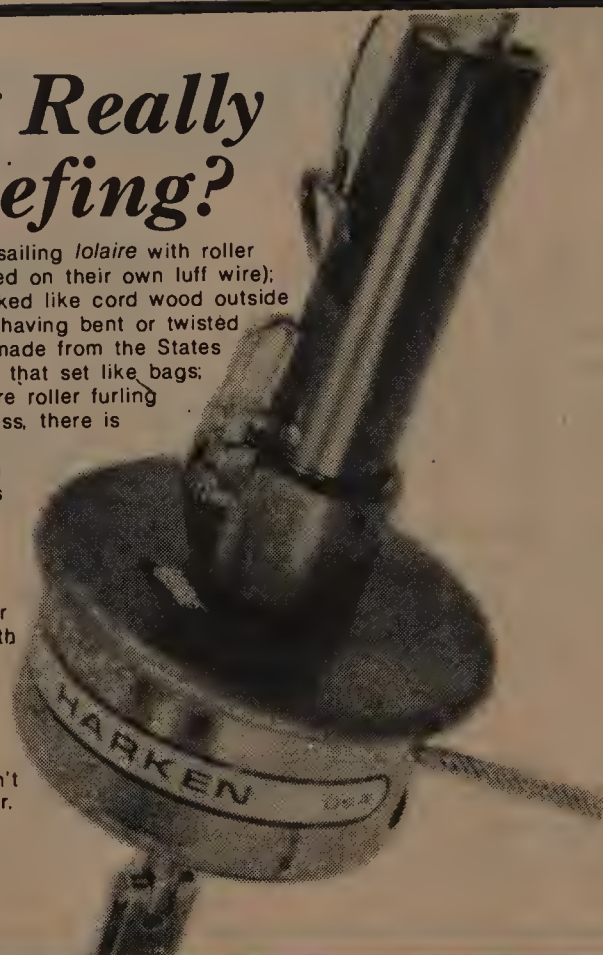
Don Street, Jr. of the cruising world, author of numerous cruising books, has sailed 21 years and thousands of miles throughout the Atlantic and Caribbean.

"Having spent the last twenty-one years sailing *Iolaire* with roller furling staysail and yankee (sails that furl on their own luff wire); seeing bent, twisted and broken foils stacked like cord wood outside rigging lofts and bare boat organizations; having bent or twisted foils on almost every delivery trip I have made from the States to the Islands; looking at reefed headsails that set like bags; I have always maintained that headsails are roller furling not roller reefing. I must recant and confess, there is such a thing as a roller reefing headsail.

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No. 3. I was sure that giving the gear such a rough test would bust the gear or twist the foil, but neither happened. The jib set beautifully as a No. 1, well as a No. 2 and acceptably as a No. 3. All in all a successful test. If we can't break it up in a winter in the Caribbean it is unbreakable!!" —D.M. Street, Jr.



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LETTERS

We appreciate subscriptions at Latitude 38, but if you can pick one up faster at a distributor, by all means do so.

□NICE THOUGHTS

I thought of you folks this summer when the Loran C read out a perfect 38°00.00' North. We were about halfway between Italy and Greece in the Ionian Sea.

Gary F. Wood
Seattle, Washington

Gary — *Wish we'd been there.*

If we remember correctly, you'd gone to France to pick up one of the Waulquez boats. We'd sure enjoy hearing how all that turned out.

□THE MAINE THING

I loved your ad in the parody of *Yachting*. It was high-quality *Latitude 38*, better than a spoof. Congrats.

I made some notes and took some pictures along the Maine coast this year. I'll soon have *Threshold* on a permanent dock for the winter and will have some time to put it all together for you in a short article. It will, however, test your editing abilities.

Steven James
Portsmouth, New Hampshire

Steven — *Go ahead, test us.*

□GETTING TO THE BOTTOM OF THINGS

Re: Letter from Dave Few, Ames Research Center published on pg. 67, October issue. Nautor uses NGA isophthalic gelcoat. Below the waterline Swans have unpigmented gelcoat covered with coat tar epoxy.

Henry M. Helliesen
McKee & Mooney Inc.
Swan/Nautor Yachts
Seattle, Washington

□BIG BOATS, SMALL BOATS, ALL BOATS

This letter is partly inspired by Scott Powers' letter [Volume 87, page 63] as well as various expensive problems I have seen any number of boatowners go through. Therefore, I would like to suggest a series of things to prospective owners, particularly inexperienced owners buying a first, large boat. I know that many of these things have been said before — even by the editor of this magazine — but they bear repeating.

First, don't buy a big boat first. Start with a small used boat like a Cal 20, then learn what you really want, need, and are capable of. I personally feel that many people would be far better off even in any open dayboat, like a Yngling or a Flying Fifteen or a big dinghy like a Flying Scot or a Wayfarer. There are so few cruising destinations here within a weekend range that most often people daysail anyway, and those seldom used accommodations add a lot of cost to the boat.

I know that people say that small boats aren't safe on the Bay, but one of the fellows I used to share a dayboat with in England would cross the English Channel with his brother for weekend races in France in a 505. I also worked with a Danish naval architect who had cruised to Finland one summer in a Wayfarer. These are not even regarded as particularly remarkable voyages. And now that charters are easier to arrange, it is much cheaper to charter for the odd long cruise anyway. A limited amount of overnighting can be done with a boom tent in a small open boat, particularly if you eat at a restaurant

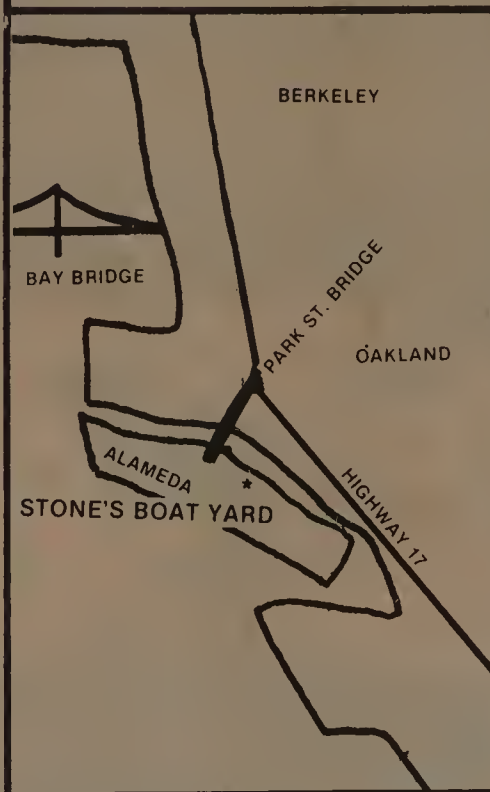
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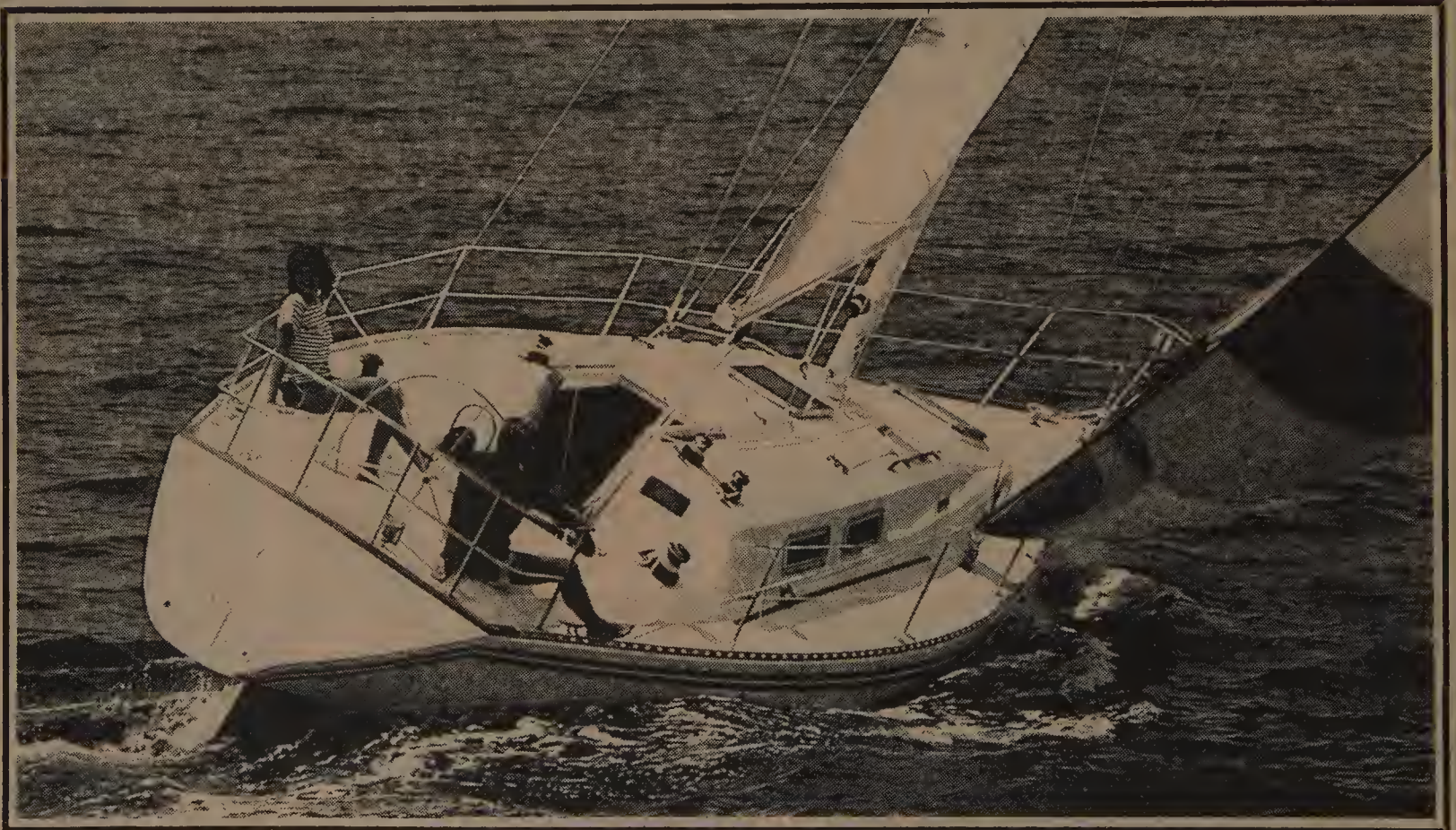
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LETTERS

ashore.

Second, if you insist on a big expensive boat, spend a few bucks and get some expert advice. Even though a lot of good advice is free, paying an expert establishes a different relationship. A paid expert is more likely to separate fact and personal taste than an unpaid one. Contact a naval architect or a marine surveyor. Of course I would suggest the yacht oriented NA's like Antrim, Mancebo, Mull or Wylie, but as an alternative most of the commercial/naval oriented firms have individuals with considerable small craft experience who might have a different perspective that could help a prospective buyer. In particular, Morris Guralnick Associates has several extremely competent naval architects with small craft backgrounds. Most marine surveyors are also extremely knowledgeable and are intimately familiar with the problems that appear in various types of boats.

It is even more important to get good advice for home construction. The various stock plans available range in quality from excellent to abominable, with little relation between price and quality. In particular, I have found that some designers working in steel have no idea what they are doing in terms of constructibility. A simple inspection of some plans available shows some designers don't even understand how to design developable (curved in one direction only) plate and are selling home builders drawings requiring warped plates that, though buildable, will require considerable difficulty to fit and force home. Of course other designers are extremely competent. I personally have some doubts about the fundamental economy of stock plans in general, unless they are for one-design class boats (Thunderbird plans are still the great bargain of all time).

Third, get a delivery survey of a new boat. This most often is a waste of money, but so are insurance and lifejackets. Getting a survey as a condition of accepting the boat at least establishes a benchmark as to the condition of the as-delivered boat and may facilitate any warranty problems.

Fourth, get at least a partial survey — of the appropriate systems — as various parts of the warranty expire. If there is a problem, it should be discovered in time to be on the builder's nickel.

Both of these surveys could well be fairly expensive, since they will involve machinery tests as well as inspections, but the risk of expensive and tedious hassles downstream is considerably reduced.

Fifth, I also recommend routine surveys during the normal haul-out. If you always use the same surveyor, he will become familiar with your boat and can recognize a developing problem. In case of accident this procedure will also help to establish "due care and diligence" and thus avoid liability.

Sixth, demand that builders use the ABS or Det Norske Veritas or Lloyds Rules. These non-profit, non-governmental "classification societies" have established rules for boat construction based on considerable experience and industry input (Gary Mull is on the ABS panel). European experience with classing small craft goes back a long ways, and a classing certificate or boat certificate has long been the distinguishing mark of quality in Europe. I personally do not understand why many builders don't class, since it would give considerable protection in product liability cases, and would serve to distinguish ones product on the market.

Finally, demand from the builder, or make up yourself, a decent manual (include local charts, Coast Pilots, Notices to Mariners and so forth) and set of selected records for the boat. Unfortunately, most builders don't provide even as simple a manual as you get with a car, much less one as complete as you really need. (Yet another item I can't fathom, since the manual is again a very good selling point and a powerful defense in court.) Order a set of plans from the class

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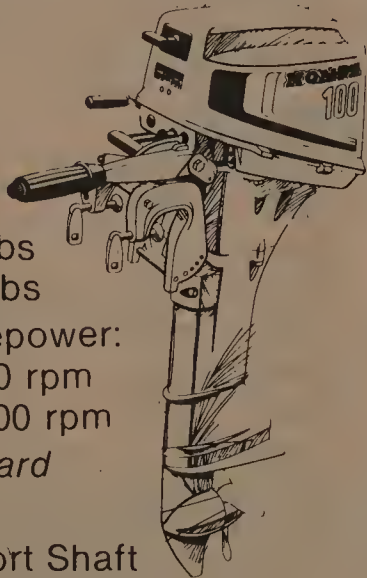
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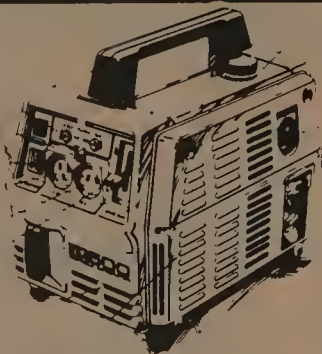
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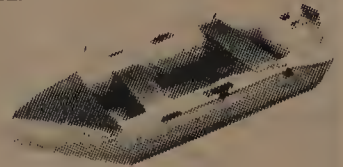
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LETTERS

association. Assemble all of the documents of the boat of any sort and organize them and make up lists of all the spare parts. Make up a rigging diagram and keep it current as you change the boat. Draw up any modifications made to the hull structure and any planned alterations, and at least try to schedule them in a rational fashion. Have an inventory of everything aboard.

These suggestions may seem picky and are based on commercial and naval practice, so they may seem inappropriate to the hobby. Nonetheless I think they just represent seamanlike practice, which has always seemed to me as part of the enjoyment of boats.

One final comment — if you are really worried about FRP blistering, there is a miracle hull material that never suffers from polyester-mites. Not only that but it grows on trees. Unfortunately, like all boat-building materials, this one has its special drawbacks as well, which just goes to show that if it isn't one thing, it's another.

Christopher D. Barry
San Francisco

Christopher — You've got a number of good points there, but we think you should be more broad-minded about larger boats. Open boats and Cal 20's are great for the Bay if you like zesty sailing and don't mind getting a little wet. But if you work your butt off all week long, if you're not as young as you once were, and if you're looking for easy relaxation — well, these kinds of boats might just drive you into taking up tennis.

The way we got it figured, people buy boats for many different reasons. Some buy boats just so they can go to the chandlery and buy accessories for them. Others purchase boats just so they can come down to the dock and spend weekends on them in the berth. Lots of folks just own boats so they can anchor behind Angel Island once a month. Some folks like to race their boats like maniacs, while yet others buy a boat so they can sail to Sri Lanka. More than a few folks own boats for the simple pride of ownership.

We used to think that some of these reasons were 'better' than others, but we don't think that way anymore. Basically everyone buys boats because it gives them pleasure, and whatever gives folks pleasure in this jacked-up tension-ridden world that doesn't hurt anybody else and doesn't involve smuggling dope is fine with us.

❑ OTHERWISE GOOD WORK

I like your magazine the way it is, page numbers, paper, ink, departments, articles and ads. I recommend it to my basic sailing students, so I'm interested in keeping it a source of good information. You almost always provide that, but nobody's perfect, huh?

The term "knot" has a specific meaning, like "port" and "starboard". To misuse or promote misuse of a specific term is to promote ignorance of its correct meaning. The meaning of the word "knot" is true by definition and is not a living philosophy that changes dynamically through the course of time.

To maintain that "knots per hour" be accepted as correct usage is to proclaim that Columbus should have agreed with the ignorant masses, and to complain that we shouldn't be so rigid as to not accept less than clear communication from a business whose responsibility is communication is to (say) we should expect less than the excellence of understanding of principles proper seamanship requires.

Otherwise you do good work.

Mordecai benHerschel
Mill Valley

Mordecai — Nonsense. The way a word is defined is by the way it is used. Want proof? Take the sentence, 'He's going eight knots per

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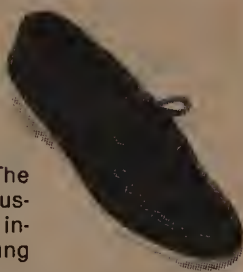
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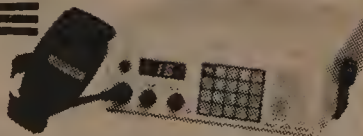
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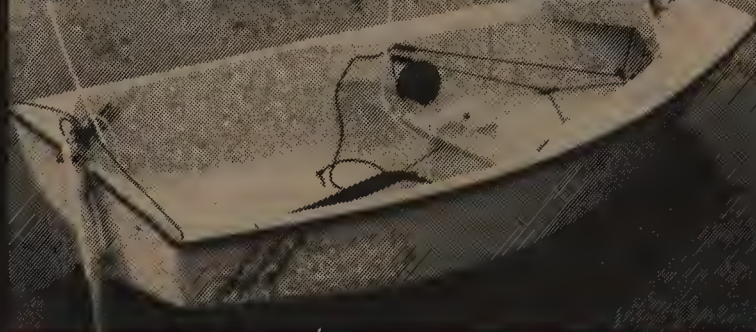
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LETTERS

hour'. How do we know whether the word 'knot' in that sentence refers to speed or to something made with a rope? By its use, Mordecai, and only by its use. That the meaning of a word is its use becomes very clear if you've had the chance to closely observe the way children acquire and use words and language.

We suppose it's possible for something to survive in this world using and understanding all words and phrases by their strict dictionary definitions, but their use of language would be drab and colorless. In fact such a person would sound like scientific journals — where out of the necessity for precision everyone agrees you go by strict definitions.

Catch you later — we hope you get our meaning and we think you do.

□ BLOWN IN AT BODEGA BAY

A note in your October *Sightings* regarding commercial towing and its alternative, MAA, prompts this letter.

As a commercial fisherman I enjoy another alternative — self-insurance. I belong to two vessel pools and one liability pool. The vessel pools cover towing. Each pool is made up of upwards of 100 members and has a full-time non-member manager.

Self-insuring is not legal in California; has only recently been approved in Oregon; and is of long standing in Washington. Virtually all serious California fishermen belong to one or more Seattle pools.

The main advantage of self-insurance pools can best be explained by describing the basic mechanics of pools: A boatowner joining an existing pool pays into the pool an annual premium roughly equivalent to the premium required by a commercial underwriter. He (she) does this for four years. If the pool suffers no losses in the first of those four years, the first annual premium is refunded to the member in the fifth year. This refund fully offsets the fifth year premium. My pools have returned 100 percent for four straight years now. So at present I am fully covered and in effect make no insurance payments. Should I retire from fishing or from the pools I have a \$20,000 "savings account" that will be paid out to me over a period of four years.

I would think that any large yacht club or association would have enough like-minded members to form a pool.

Hello to my old sailing partners Sally and Jim Lindsay.

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Port Townsend, WA

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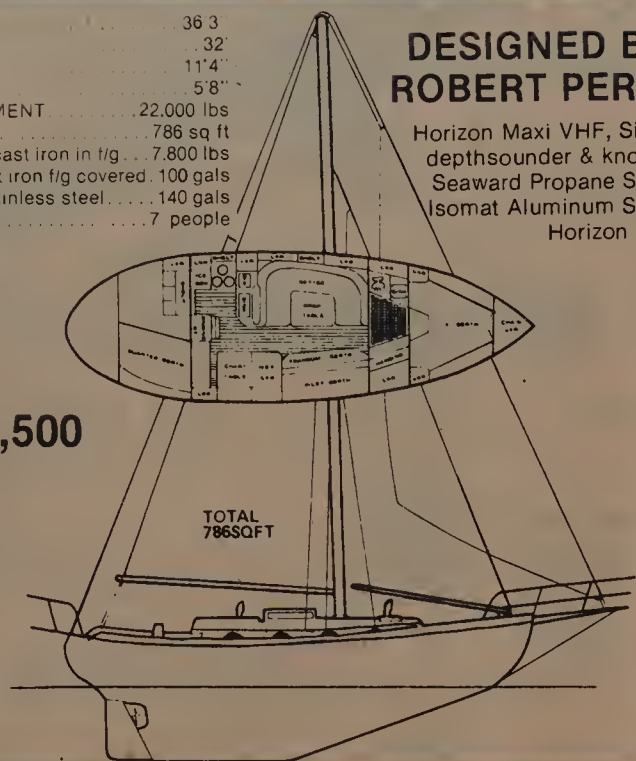
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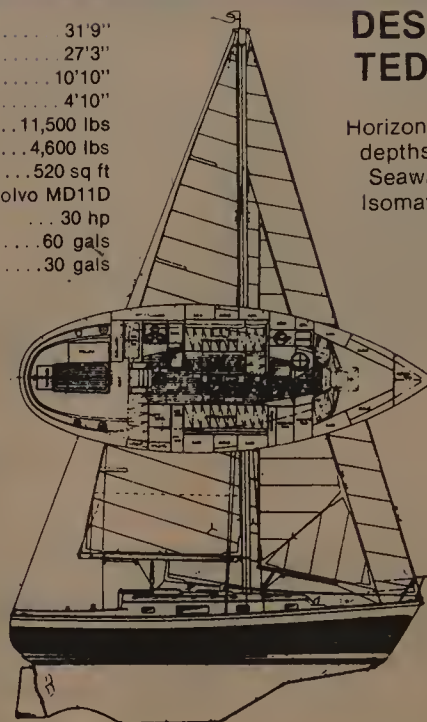


L.O.A. 31'9"
L.W.L. 27'3"
BEAM 10'10"
DRAFT 4'10"
DISPL. 11,500 lbs
BALLAST. 4,600 lbs
SAIL AREA 520 sq ft
MACHINERY. Volvo MD11D
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WATER. 60 gals
FUEL 30 gals
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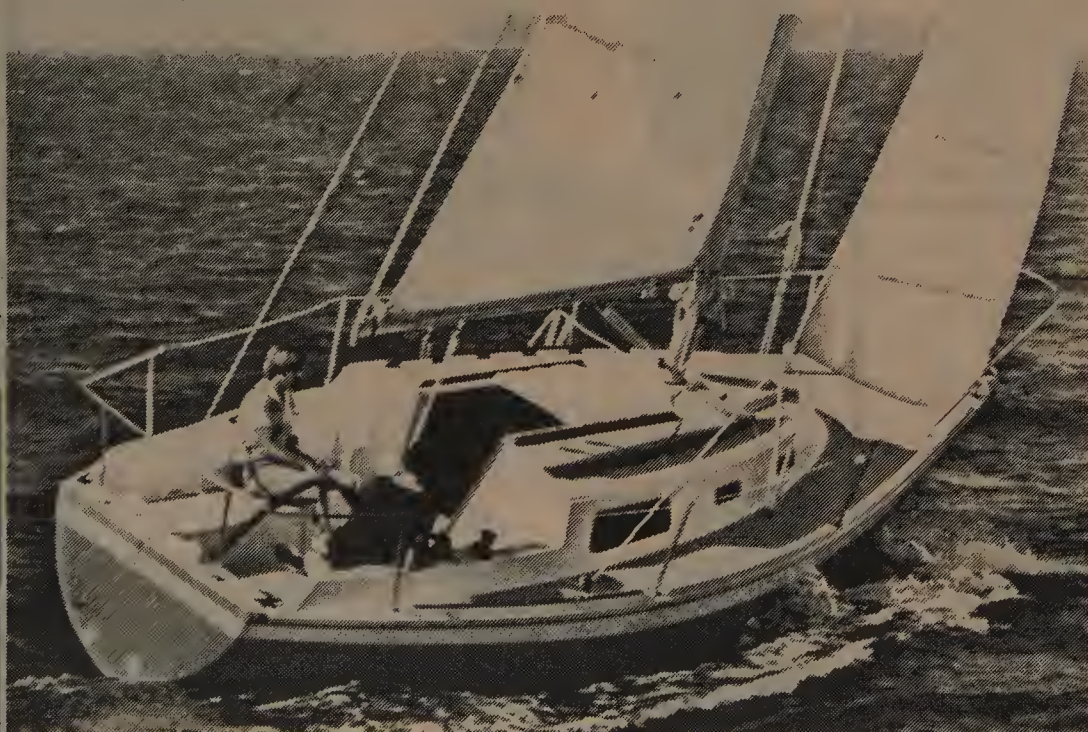
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LOOSE LIPS

Trivially speaking . . .

Glenn Lindsay of the Monterey Peninsula YC is thoughtfully preparing members for the inevitable appearance of the "Nautical Knowledge" version of Trivial Pursuit. In the October edition of *The Tiller*, that club's monthly newsletter, he notes that the origin of the word "starboard" derives from the Anglo-Saxon *steorbord* and the Middle English *sterboard*. Both refer to the "steerboard" that was traditionally installed on the right side of a vessel prior to the advent of the stern rudder.

"Port" was not so easy. It was originally "larboard," which Glenn's sources indicate comes from the 12th or 13th century middle English word *laddebord* — "loading side". In the days of the "steerboard", vessels almost always tied on the "larboard" side to protect the rudder from possible damage. Make sense so far?

Anyway, you can imagine the foulups that probably occurred when crewmen mistook "larboard" for "starboard" or vice versa. They must have had a hell of a time at the weather mark. "Larboard" was officially changed to "port" by the U.S. Navy in 1846, two years after the British adopted the term. The apparent reason for the choice of the word was the connotation that the loading, or larboard, side was always the side against the quay in port. Thanks, Glenn.

Anyone out there know how port and starboard became associated with the colors red and green? Or is it green and red? . . .

It may beat throwing darts at a board . . .

Have you ever wondered how meteorologists *really* forecast the weather? We had a chance to find out during research into the hurricane article that appears in this issue.

At noon, meteorologists at the National Weather Service get together in a room full of computer terminals and television monitors. The head guy gives a brief recap of what the weather has been up to for the last day or so. This is followed by mini-presentations from a satellite specialist who discusses stop-action videos of fronts — those swirly cloud systems coming down from the northwest — on a TV screen; a marine meteorologist who touches on forming or dissipating tropical cyclones, sea surface temperatures, wave action and so on; and an aviation forecaster whose "alto-strato-gradient-cumulo-ceilings" didn't mean a thing to our wet-finger-in-the-wind experience. Next, the head honcho sort of summarizes all the input and, pointer in hand, uses three TV screens showing different weather map/charts to show what he thinks the weather will do. Then someone asks, "What's your forecast going to be?"

"Two inches in San Jose!" says someone in the crowd of a dozen or so.

The head man smiles. "I'm going to say 40 percent chance of rain by tomorrow evening. Cloudy Friday morning with clearing Friday afternoon."

In this instance, everybody either nodded approval or didn't nod at all and the meeting was over.

To tell you the truth, we expected something a bit more Buck Rogers, but damn if that forecast wasn't right on the mark. It almost restores our faith in the smiling gent on the 10 O'Clock News.

I wanna go back to my little grass shack . . .

It may be hard to believe, but anyone thinking about competing in next summer's 33rd Los Angeles to Honolulu Race had better get on the ball. If sipping Mai Tai's on the dock in Hawaii with balmy palm trees and pretty wahines all around appeals to you, now is the time to figure out if your yacht will qualify. If it doesn't think about chartering

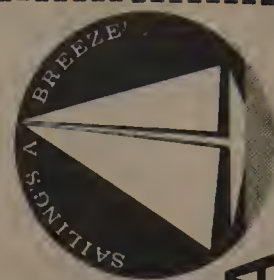
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We're not kidding. It takes eight months to solve all the logistical and personnel problems needed for this 2,225 miler, one of the most famous yacht races in the world. In 1983, Oakland's Irv Loube skippered his Frers 46 *Bravura* to the overall corrected time win, a prize he had narrowly missed in 1981. First to finish honors went to Nolan Bushnell's Holland 67 *Charley* from Sunnyvale. The new, light blue sloop with the friendly monster on the topsides had a great battle with the famous *Merlin*, Bill Lee's 67-footer which took line honors in 1977 and again in 1981.

The folks at the TransPacific YC know it's time to get going. They've mailed out a notice for next year's race, which starts on Thursday, July 4th, off the Los Angeles harbor. You can get a copy by writing to James Eddy, Race Committee Chairman, 158 So. Brand Blvd., Glendale, CA 91204 or by calling him at (818) 243-2187. The deadline for entries is May 3, 1985, and if you want to beat the crowd you can go ahead and send in your \$500 entry fee to Mr. Eddy today. Think about it.

The fault lies not with Andrew . . .

Andrew Urbanczyk, aka The Equatorial Challenger, who recently circumnavigated the globe in his Ericson 30+ *Nord IV*, wants readers to know that his most recent article in the October 1984, issue was not factually correct. The calculation that he had averaged 190 miles per sailing day of his journey is untrue.

"That is jet speed!" says Andrew. In checking his original manuscript he notes that he had written 109 miles, so the transgression obviously occurred at some point between his typewriter and the reader's eyes. That can only mean that responsibility lies with those of us in the editorial and/or production staff here at *Latitude 38*. Of course, if we had pulled out our solar-powered calculators and divided the 25,000 miles of Andrew's voyage by the 230 days he spent completing it, we would have known right away that his average daily run was really 109 miles. But we didn't. So, please, those of you sharpening your pens to write a rebuke to our favorite Polish ex-patriate, please sheath those weapons. The fault lies not with him, but with us. *Mea culpa, mea culpa, mea culpa.*

Off limits . . .


Once again this winter — as has been the case since 1960 — most of the waters of northeastern Richardson Bay have been closed to boating. The purpose of the closure — which is in effect from October 1 through the end of March — is to provide a winter refuge for the large numbers of wildlife that winter there.

This Tiburon Sanctuary is one of the major wintering grounds in the Bay Area, hosting some 350,000 birds each winter.

Temporary buoy markers have been placed to indicate the boundaries of the Sanctuary. Boaters will be clear of the area if they stay south of an imaginary line drawn between the southernmost tip of Strawberry Point and the westernmost tip of Belvedere. In actuality, because of the shallow water, few sailboats ever venture in this area anyhow.

In announcing the seasonal closure of these waters, the National Audubon Society thanks boaters and the people of the local communities for their cooperation and respect of the boundaries. It's extremely unfortunate that the Audubon Society doesn't reciprocate by showing the same respect and cooperation with boatowners as they

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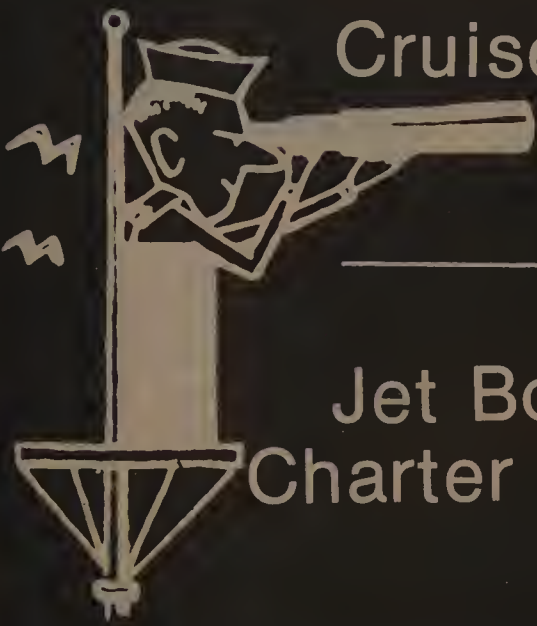
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LOOSE LIPS

do for birds. To date the Audubon Society has ranked right up with the Marin League of Women Voters as performing a role most befitting a loyal "yes man" of the BCDC Staff.

Singlehander to sizzler . . .

How many of you folks remember the name Bill Collins? Back in 1977 Bill was the last minute replacement for Amy Boyer on the Freya 39, Robert Quinn, for the Singlehanded Sailing Society's first-ever Singlehanded TransPac. Those of you with excellent memories may remember that Bill was the last boat to finish, and in fact many folks assumed he had been lost. Fortunately it just turned out that he was lost in the sense he didn't know exactly where he was, not that he had fallen overboard or anything serious.

After that race Bill fixed up his own boat and we started getting reports from him from various ports south of the border. It must have been a year or two ago we learned that he'd made it all the way to the Virgin Islands. Very recently we learned that if you visit the Virgin Islands you are very likely to see him. He's opened a Texas-style deep pit barbeque wagon on the waterfront at Charlotte Amalie, and it's a huge success. If you do see him, give him a poke in the ribs from *Latitude 38*.

Having a problem with getting seasick you've been unable to solve with available remedies to date? Bo and Anne Hudson, who recently sailed to Hawaii and back, suggest you give hyacin hydrobromide a try. Apparently it's the latest British solution to this age old problem. The Hudsons report you can get it from Willard Marine (974-6390) in San Francisco, although it may well be available elsewhere. Sixty tablets go for a reasonable \$3.

We have money, but no addresses.

We have checks.

For Leona Wallace, Toni Knudsen, and Elizabeth and Jack Becka. Either we've misplaced your address or are not sure the foreign address we have is current. If anybody knows where to write these people, please give us a call.

Sharks don't kill people, sailboats do.

If you've ever wondered why you never want to be in the boat-building business, here's just one of the reasons. Last month a jury in the state of Florida ordered the manufacturer and owner of a catamaran to pay \$360,000 to the family of a woman who died as a result of being attacked by a shark.

The connection between the seemingly unrelated events is that a leak in the catamaran caused the woman to decide to swim to shore, a swim during which she was attacked and suffered fatal wounds.

Certainly we can understand that the woman might not have been in the water if the catamaran hadn't leaked, but to isolate the boat manufacturer and boatowner as being the two parties fiscally responsible for what basically is an act of God . . . well, it's not very assuring. By that line of thinking why not get a few bucks out of the Florida Tourist Board who may have lured the woman to that state with their advertising, and the local Chamber of Commerce who perhaps had enticed the woman into enjoying the city's many watersports — and what the hell, why not the swimsuit manufacturer, her swimming instructor, and parents, all of whom to a certain extent were responsible in some degree for the woman arriving at a point in space and

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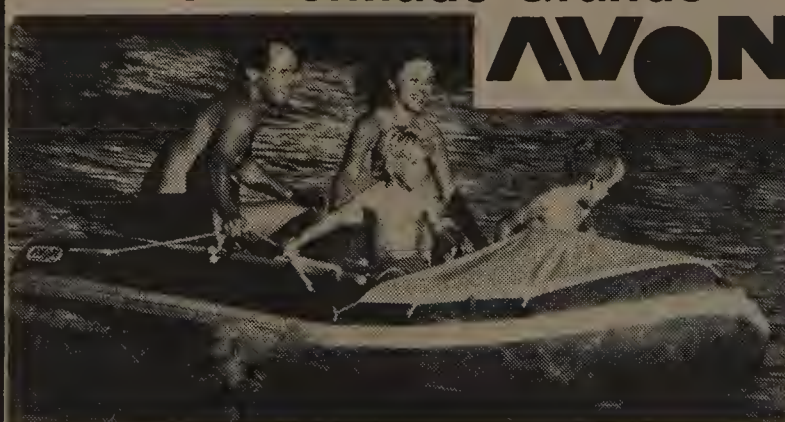
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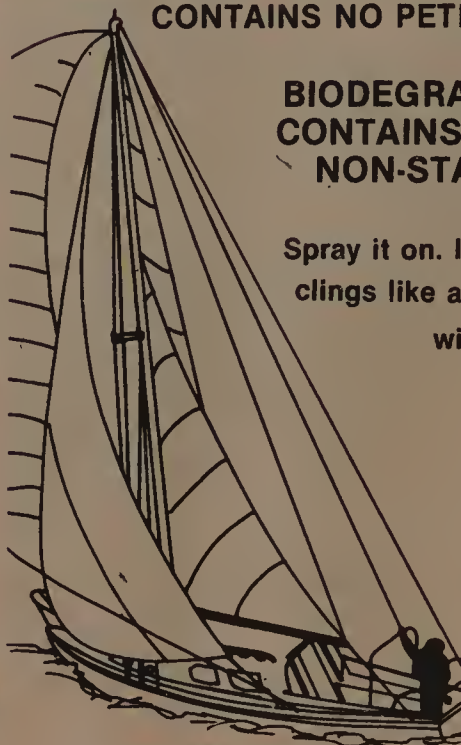
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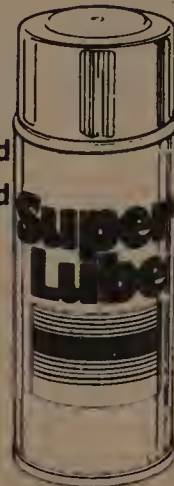
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time where a shark attacked her.

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Our changing Bay.

The theme of the Bay Model Visitor Center's fall lecture series is changes — the changes San Francisco Bay has gone and is going through and how those changes affect us all. Scheduled to coincide with and promote the "Year of the Ocean" (July 1984 to July 1985), the series will include presentations on animal life, tidal marshlands, the recently-opened Monterey Bay Aquarium and the history of the Golden Gate — "the bridge that could never be built" — and films by Jacques Cousteau and others. Lectures run on consecutive Saturdays through December 22 at the Bay Model Visitor Center, 2100 Bridgeway, Sausalito. For specific times and dates, watch our Calendar section and/or call 332-3870. All lectures are free to the public.

Sailors of the '80's.

The nautical science courses — all under \$20 — at the College of Alameda are still one of the best bargains in the region for those interested in furthering their knowledge in the areas of coastal piloting, seamanship, celestial navigation and meteorology. Instructor for the coastal piloting and celestial navigation classes is Linda Rettie, whose extensive offshore experience is highlighted by her singlehanded passage to Japan.

Helming the nautical science program this semester is Macey Casebergerr, a Sacramento transplant who also has extensive experience in both Pacific and Atlantic waters.

"October and November are excellent months to begin thinking about college courses for the winter months," says a college reminder, "to improve the fun, skills, safety and expertise which are the marks of boaters and sailors of the 1980's." If you're interested in being a sailor of the 1980's, call Macey at 522-7221, ext. 380 on Monday, Tuesday or Wednesday afternoons. The College of Alameda is located on the corner of Webster and Atlantic in Alameda.

Consider it from a different perspective.

We recently received a phone call from a gentleman who investigated procuring a Mexican fishing license in anticipation of his sailing to Mexico. He was "incensed" when he discovered the "outrageous" fees. At \$4.35 a gross ton of boat and \$8.50 a month per person aboard, such licenses are certainly a far cry from the reasonable rates of just a year and a half ago. For example, a 10-ton boat with four people aboard would run almost \$70 a month. Wives of boatowners do not need a license, but everybody else on the boat over the age of 16 must have a license. You get the licenses by going to 1010 Second St., Suite 1605, in San Diego, weekdays between 8 and 2. One person can get everyone's license, but you must bring the boat registration and a document showing the gross tonnage of the boat.

Everyone recognizes that the current fees are very high. In fact because of them the San Diego YC took the unprecedented step of exempting the entries in their last race to Manzanillo from having to carry liferafts. You see most liferafts are equipped with fish hooks, and if you want to be technical about it, it's illegal to carry these without a fishing license. In a similar type of action, Mexican officials granted special dispensation to the participants of the Sea of Cortez Race Week, thus allowing those without fishing licenses to enter the

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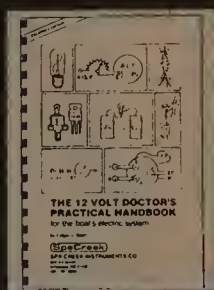
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fishing contest.

No, we regrettably had to inform the caller, *Latitude 38* does not have the clout with the Mexican government to reduce such fees. In fact officials in the Mexican government have a history of not responding to the most prestigious amounts of "clout" — for which they are usually to be complimented. Even the sportfishing interests of Southern California — which have more clout than sailors and magazines to say nothing of a direct financial interest in the price of licenses — have had little success in getting the fees reduced.

Recently, however, the Professional Mariners Association (PMA) has created a form letter which they hope many Americans will fill out and return to them so they can present them to the Mexican Legislature. The form letter, a copy of which appears below, may be the best chance of getting the fees reduced in the near future.

TO: Mexican National Legislature, 1984

I am a boating tourist, expecting to visit Mexican waters (a) this season — fall, winter, spring; and (b) during the next five years.

I expect to spend (a) 1 to 5 months; or (b) 6 or more months, traveling through Mexico.

I expect to spend \$_____ per month while in Mexico, including food, lodging, entertainment, repairs and various purchases.

I fish for pleasure and for food supplementation, not for commercial purposes. (a) Yes, (b) No.

Due to the high cost of your fishing permits, I may have to alter my plans for visiting Mexico. (a) Yes, (b) No.

I hereby express my opinion that present fishing fees are inappropriate for pleasure boating tourists and I would be grateful if they were changed as quickly as possible so that I could continue with my plans to visit Mexico. Thank you for your consideration of this matter.

Signed: _____

Date: _____

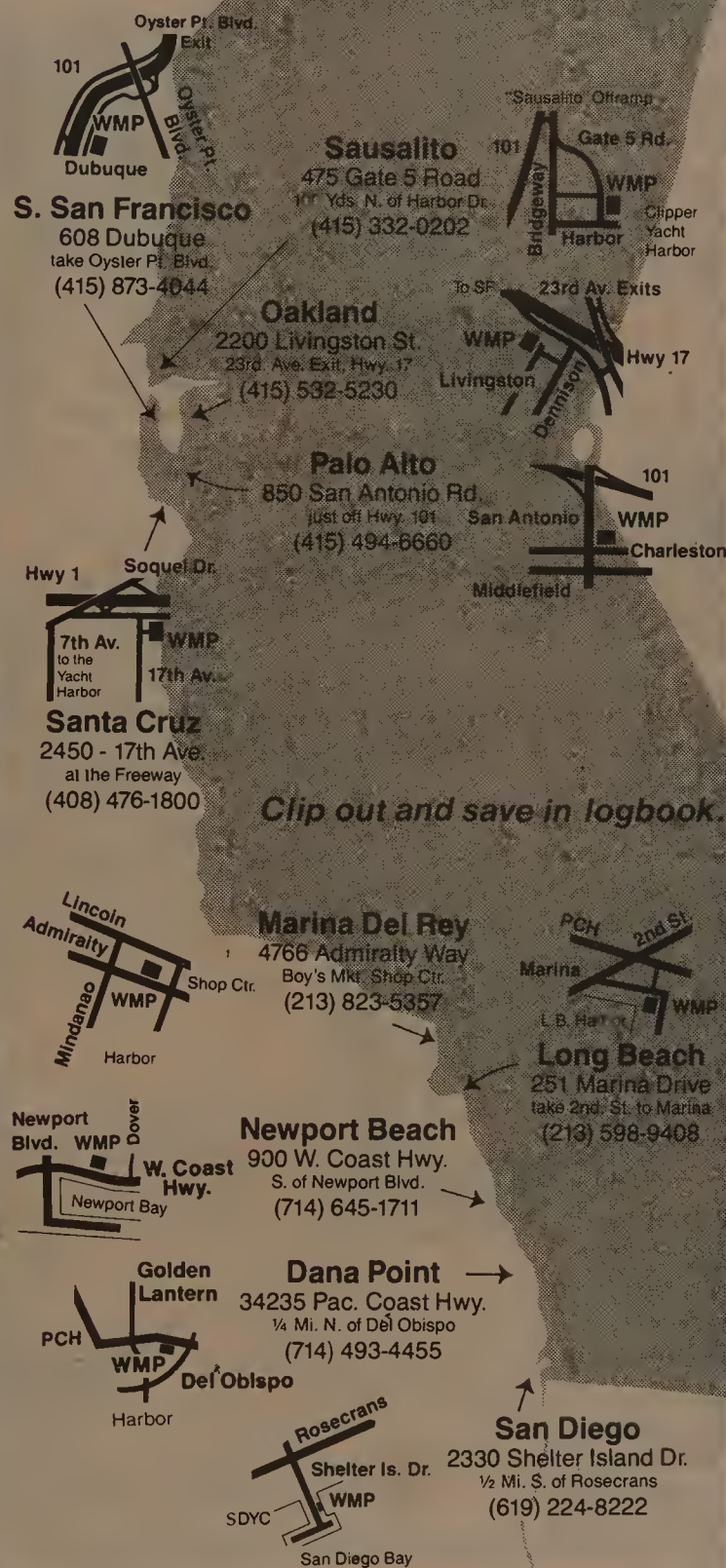
Mail to: Professional Mariners Association
P.O. Box 6492
San Diego, CA 92106

Using this issue as an example, we'd like to caution cruisers to foreign countries against being "outraged" and "incensed" by the various rules and regulations that may be in effect. The truth of the matter is that it's their country, and if they wish to make the use of their resources dear, well that's their business. As guests, which is what all visiting cruisers are, we are in no position to complain.

What's interesting about the whole topic is that the good old U.S. of A. has much more restrictive and expensive regulations for sailing visitors than does almost every other country. For example the U.S. only allows the residents of 15 countries of the world to purchase 'cruising licenses', licenses which prevent them from having to pay \$15 each time they change Customs districts. Mind you, there are so many Customs districts in the United States that without such a license the fees could quickly run into hundreds of dollars.

And even if a foreign cruiser isn't required to pay the fees, he or she is still required to check into each new Customs district with 24 hours of their arrival. Numerous sailing visitors have commented that cruising in our dear old United States is a lot like being on parole. With policies such as these it is especially hard for American cruisers to get huffy about those of Mexico.

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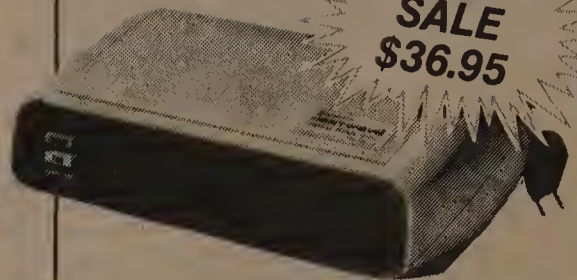


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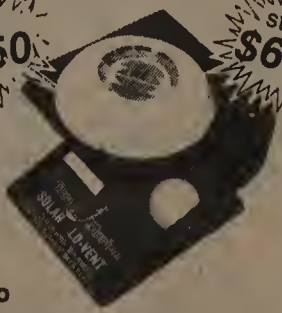


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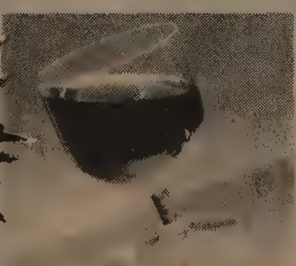
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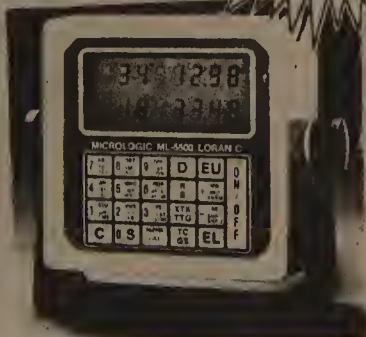
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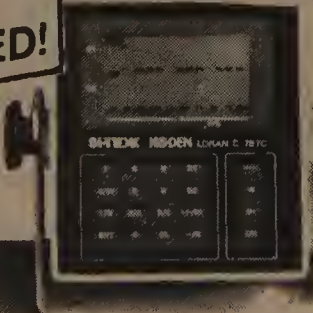
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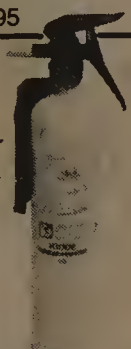
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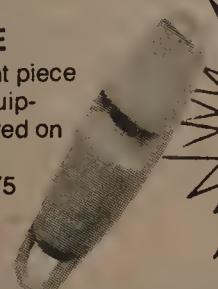
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third reef

Santa Cruz's notorious Third Reef off Point Santa Cruz, also known as Lighthouse Point, ensnared an Olson 30 on October 10, injuring the four sailors onboard and severely damaging their boat *Deliverance*. The incident illustrates a point brought out in Peter Costello's September article "Santa Cruz Cruise." (Volume 87), which said that "sneaker" waves can sometimes surprise boaters who venture too close to the Third Reef area. This appears to have been the case with *Deliverance*.

Costello reports: "According to eyewitness Bob Andrews of Santa Cruz, who is familiar with Olson 30's and their handling characteristics, *Deliverance* rolled completely over at least two and possibly three times on its way into the

cont'd on next sightings page

green light

It was coincidental, but appropriate, that last month's mention of Quentin Lewton [Volume 88, October 1984] is followed this month by the announcement that the amendments to the Longshore and Harbor Workers Compensation Act were recently signed into law by President Reagan. Lewton, who used to own a boatyard in Richmond, spearheaded the fight for these amendments for almost a decade. He has



for L&H

since given up sailing and is now farming in Missouri!

Originally, the L&H, which became law in 1927, was intended to protect dock and shipyard workers. By the 1970's, however, it applied to many other phases of waterfront labor and a no-limits-to-benefit policy scared insurance companies away from many recreational boat operations. The 1984 amend-

• cont'd center of next sightings page



QAN DEVINE

third reef — cont'd

beach. Bob had been driving home on West Cliff Drive when he saw a sail ghosting along dangerously close to the surfing area. By the time he got to Lighthouse Point he saw what he thought was a powerboat swamped among the breakers. It was *Deliverance* reeling from the impact of the first wave.



ILLUSTRATION BY PETER COSTELLO

The 'Third Reef' is the one way, way out there.

Twice the hull rolled completely over before finally bouncing to a stop right-side up at a spot inside the point called Indicators.

Aboard the boat were Paul Gallus, the owner, Christina Goyhenetche and her son Blake Woessner, and Grant Worchester. According to Gallus, they obviously felt safe being 300 to 400 yards offshore. They were out on a day-sail, having cruised up to Natural Bridges from the Small Yacht Harbor and were returning on a heading for Mile Buoy. The wind had virtually died and they were trying to reach offshore a bit to catch some more breeze. "All of a sudden," says Gallus, "a swell came by. We saw it was big, and then it broke right where we were. If we had been ten yards to either side we would have risen up over it."

The mast broke off on the first roll, and everyone was thrown overboard except Gallus, who was sitting in the companionway and was thrown into the cabin. He climbed back into the cockpit and tried to lower the jib before realizing what had happened. His next thought was to get flotation for everyone in the water and he went below again. The next wave caught the boat and "spun it like a log. I'm awful glad it was an Olson 30," he says, "because any other boat would probably have broken up." While he was tossing inside the boat, Gallus suffered injuries to his ribs and other parts of his body.

Fortunately the surfers in the water were able to assist in pulling the four sailors from the ocean. Only Gallus suffered serious injuries. The moral of the story, though, is when you're out there sailing off Santa Cruz in the light fall winds and you can't get out of the way of a "sneaker," don't get closer to take a look at the surfers. They're a telltale sign that you've gone from the safe zone to the potentially sorry zone.

cruising kick-off party

Latitude 38's second annual Cruising Kick-Off Party was held September 27 at the Sausalito Cruising Club with almost a full house. We were surprised to discover from how far off people had come to attend. Besides folks from

cont'd on next sightings page

kick-off party — cont'd

all parts of the Bay Area, there were at least four people who had flown up from Los Angeles — albeit in conjunction with business. However, the captain of *Blue Yonder* did fly all the way up from San Carlos, Mexico with the specific purpose of finding crew at the party. William Miller had hitch-hiked all the way up from San Luis Obispo looking for a crew position for he and his girlfriend, and would be taking the bus home the next day. The Pacific Northwest was well represented, as many of the cruisers from that region were anchored nearby the Cruising Club. The old singlehanded TransPac-er, the *Robert Quinn*, was among them.

As was the case last year, our attempts to maintain a legible log of boats and crew was an exercise in futility. We were able to come up with 38 boats that were definitely taking off for Mexico and beyond this winter, and certainly there were more. There was no shortage of folks who were willing to come along as crew. We hope you two groups were able to make contacts that will work out well.

One of the more interesting families headed down is headed by David and Olive Adams, and includes their next generation, Paul and Julia, and even the next generation, Grant, who is still in diapers. The Adams had lost their original boat during the December 1982 disaster at Cabo San Lucas. They're giving it one more try, and hope to make it as far as New Zealand.

People at the Kick-Off Party were heading south in all manner of boats. Many fit the traditional cruising description, some were old race boats, and there were several multihulls. Lee Harrison told us he was going south to Mexico in his J-24. Since he'd already made it down from Portland, Oregon, who were we to doubt him?

If you attended the party and got a free visor, we want to call your attention to *Latitude 38's* address on the front. We put it there to remind you to drop us a card from time to time to tell us how things are going and what's new in the ports you are visiting. That's the way you 'pay' for all the free guacamole. Bon voyage!

marina actions

We caught this picture of dredging along the Sausalito waterfront in October. It's part of the renovation currently going on at Kappas Marina, just north of Gate Five and south of the heliport. Expected to be working until late November or early December, the dredge will create a 100 foot wide channel from the Army Corps of Engineers building at Schoonmaker Point to Kappas. The marina basin will also be dredged, following which 220 concrete berths built by Bellingham Marine will go into place.

According to Dave Steckler, owner of Kappas, some boats will be able to move into their berths by January. Final completion date is targeted for late March or early April. Berths will range from 24 to 60 feet, with more of the former.

Further to the south, plans for a 300 berth marina at Zack's between Pelican Harbor and the Napa St. Pier are moving slowly forward. Project manager Gordy Hansen says the City of Sausalito has given their approval based on 43 conditions which must be met. After spending almost two years in the permit process, Hansen was glad to finally have the green light. Now they must figure out if they can build and operate the facility profitably.

Hansen says they also have to get approval from the Bay Conservation and Development Commission (BCDC) and the Army Corps of Engineers. He expects fewer delays since several of the city's conditions will overlap with these two agencies. Some of these could include public access and amenities, a municipal park, and public tie ups. If all goes well, Zack's should be in the clear by the end of the year, although dredging probably wouldn't start until March or April so as not to interfere with the herring season.

In San Francisco there's also news. Work is beginning on the 680-berth South Beach marina on the Embarcadero at Pier 40. Completion of the berths and breakwater is expected by late 1986. There will also be a

cont'd on next sightings page

green light

ments attempt to rectify that situation. Hopefully the net effect will be lower prices for sailors who do business with boatyards, boatbuilders and other marine businesses. Our

imagine

... a 40-ft home built catamaran called Loos Goose off the coast of Oregon in the middle of September. Headed south from Washington, the boat's owners, Willie and Ann Loos, found themselves shrouded in fog. They began to notice some weird things,



— cont'd

thanks to all those who worked to that end, even if it drove them to farming in the Midwest!

if you will...

like their compasses spinning without stopping. A strong current made the boat vibrate. Afraid they were being swept onto a reef, they called the Coast Guard, who told them to drop anchor. The depth sounder showed

cont'd center of next sightings page

marina actions — cont'd

rehabilitation of Pier 40 with boating related business, restaurants and offices.

And down by Candlestick Park, the bane of the baseball's S.F. Giants existence, a 170 acre California recreation area along the surrounding shoreline is beginning to take shape. This project, which has been 20 years in the making, will attempt to offer recreation for people who don't normally visit state parks, i.e. the residents of the Hunters Point-Bayview District. Most of the prospective users are black or Samoan, as well as some Vietnamese and Filipinos. High on the list of activities will be fishing, biking, hiking and picnicking.

And while the wind plays havoc with fly balls to right field (That's what Jack Clark says anyway), it would lend itself to a sailing at the park. In fact, PJ Ryan of the Candlestick State Recreation Area says they are working with the Sea Scouts and other groups to create such a program. They are looking for donations of Lasers, Hobie-type catamarans and sailboards to help out.

cont'd on next sightings page



marina actions — cont'd

In addition to benefitting the young people of Hunters Point, the contributions also offer tax advantages. For more information, contact Friends of Candlestick Point, Inc., P.O. Box 34159, San Francisco, Ca. 94134 or call (415) 557-4069.

who ya gonna call? coast-busters!

If you've ever had occasion to try and get the telephone number of a specific branch of the Coast Guard, you know how tough it can be. Here's a handy reference to the most frequently needed numbers, from Search and Rescue all the way down to Local Notices to Mariners. You'd be surprised how often you'll find having these numbers useful. For example just last week one of our babysitters said she had 'boy problems'. "No sweat," we told her, "just call (415) 437-3508 and the Coast Guard will get it all straightened out."

HANDY REFERENCE LIST OF COAST GUARD TELEPHONE NUMBERS

SERVICE	# (415)	OFFICE	CITY
Search & Rescue Branch	556-2103	Group	San Francisco
Oil Pollution	437-3073	Marine Safety Office	Alameda
Vessel Documentation	437-3101	Marine Safety Office	Alameda
USCG Career Info.	556-0720	San Francisco Recruiting Office	San Fran.
Auxiliary Membership	437-3310	12th Dist. Auxiliary Branch	Alameda
Boating Safety Info.	437-3309	12th Dist. Boating Safety Branch	Alameda
Regatta Permits	437-3309	12th Dist. Boating Safety Branch	Alameda
Seamanship Courses	437-3310	12th Dist. Auxiliary Branch	Alameda
Bridge Clearances	437-3514	12th Dist. Bridge Section	Alameda
Drawbridge Problems	437-3514	12th Dist. Bridge Section	Alameda
Buoy Problems	437-3508	12th Dist. Aids to Navigation Branch	Alameda
Local Notice to Mariners	437-3508	12th Dist. Aids to Navigation Branch	Alameda

pre and post-natal sailing

Barbara Kirkhart, 37, is a sailing mother aboard the *Valiant 40 Magic Dragon*, currently cruising the East Coast out of their home port of Seattle, Washington. The Kirkharts, including Cliff, 41, and daughters Jennifer, 13, and Christa, 11, recently had an addition to their crew, Elizabeth, born in July, 1983. Following are some reflections by Barbara on her daughter's arrival, both during and after pregnancy.

Pregnancy

Cruising with a baby usually begins with a surprise: pregnancy. Most baby-toting sailors we met did not *plan* to be cruising with a baby, but are not willing to give up cruising just because of the little stowaway.

The changes in lifestyle that a baby brings about start long before birth. Seasickness, medical care, nutrition and cruising itinerary are issues that must be faced right away.

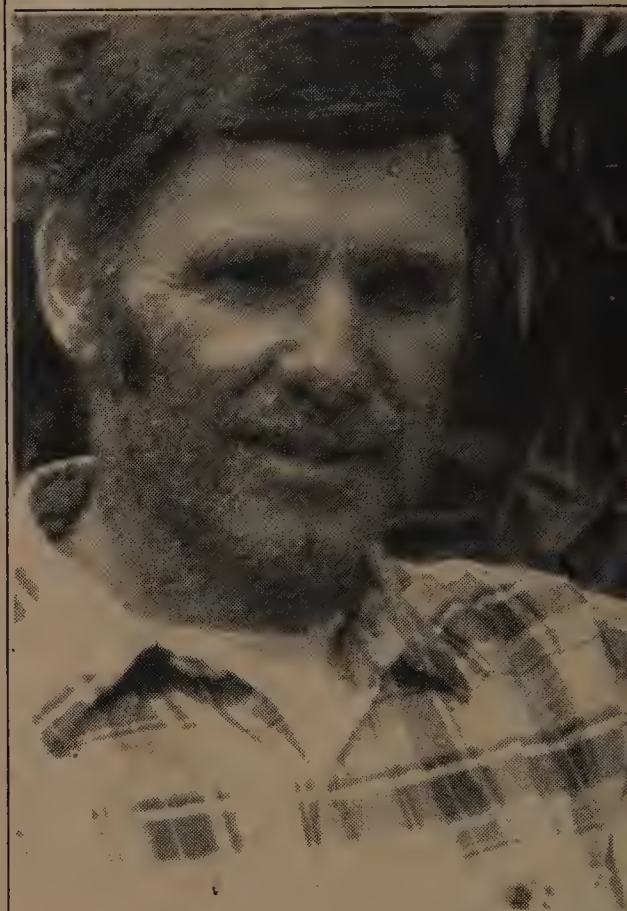
Seasickness is a real problem for most expectant cruisers: ordinary remedies such as the TransScop patches and Dramamine seem ineffective when the hormones of pregnancy take over. Marezine should never be taken by pregnant women. The only cure seems to be perfectly flat sailing conditions, perfectly flat anchorages, and nine month's time. I finally had to fly from Isla Mujeres to Miami, rejoining the boat in Key West. The potential harm to the baby and inconvenience to the rest of the crew caused by my seasickness were simply not worth my seeing Isla Contoy and the Dry Tortugas.

Obtaining medical care is a problem if the boat is on the move. One could try to find a clinic in each port; I simply opted to forego pre-natal care until back in California at eight months along. If it had been my first pregnancy, I would probably have wanted to settle the boat in one place for the last several months in order to be sure of obtaining good care. A return to the United

imagine

20 feet, but it took 500 feet of line for the hook to catch. While waiting for the Coast Guard to come to their aid, Willie and Ann made some tea and watched in amazement as the water in their cups started spinning as well.

An episode from Rod Sterling's *Twilight*



Zone? No, this was a true story as told by Willie Loos himself. It happened two days after he and his wife headed south from Washington's Neah Bay. When the Coast Guard did arrive, they escorted Loos Goose into the Umpqua River, 20 miles north of Coos Bay. During their three-day stay at Winchester Bay they discovered they weren't the only ones who had had strange experiences. According to Willie, the Coast Guard received several calls about Unidentified Flying Object's the night of the 15th and a couple of power stations in the area had been cut off as well. "I'm not a believer in UFO's," says Willie, a retired construction worker, "but I know something weird was going on."

Once again the Loos Goose set sail southward, but her travails weren't over yet. On Friday, September 21st, Willie and Ann encountered lightning and strong winds. Eighty miles off Cape Mendocino it really began to blow and seas built up towards 40 feet. Willie

cont'd on next sightings page

— cont'd

put out a sea anchor, but the boat wouldn't stand head to wind. A bolt in the rudder system broke from the pounding the blades were receiving from the breakers. Willie had no stormsail, so he raised the double reefed main to try and keep the boat head to wind.

"We wanted to ride it out," he says. "It just



LATITUDE 38°51'N

Willie and Ann.

kept blowing. We couldn't reach the Coast Guard by VHF, so eventually we set off our EPIRB and put on our survival suits in case the boat broke up."

Help came in the morning. A Russian satellite picked up the EPIRB and they notified the Coast Guard. The 1,000-ft supertanker *Bt San Diego*, a 180,000 tonner headed for Panama, soon pulled alongside. Ann and Willie climbed aboard and the ship's captain took *Loos Goose* under tow heading south. The catamaran broke loose twice, the second time at night, and was presumed lost about 60 miles of Point Arena.

This story does have an upbeat ending, so don't give up. Ann and Willie were dropped off in on a Coast Guard boat outside the Golden Gate. Not knowing anyone in the Bay Area, they got ahold of the number for the Bay Area Multihull Association from their boat's designer. A few phone calls led to a place to stay with Don and Joanne Sandstrom in Montclair. (At a meeting of BAMA

cont'd center of next sightings page

natal sailing — cont'd

States is hardly necessary, though — babies are born the world over!

Keeping both mother and baby healthy requires good nutrition. Coastal harbor hopping in Mexico and Central America provided ample opportunity to obtain provisions. Prenatal vitamins are readily available, and I took them daily. One of the first signs that I was pregnant was that I lost my taste for wine and beer, so the admonition to avoid alcohol was easy for me to follow!

Finally, a word about cruising itinerary. Before I became pregnant, we had plans to move quickly, crossing the Atlantic in the summer of 1983. One of the benefits of my becoming pregnant was that we found it unthinkable to tackle an ocean crossing the month before my due date, so we slowed way down and enjoyed more of Mexico. Both because of the seasickness problem and the possibility of needing medical care, I wouldn't consider a long passage in the last few months of pregnancy. If we had not been planning to return to California anyway, we would probably have just parked the boat in Costa Rica or Mexico and waited out the last few months.

One of the personality characteristics that makes the cruising lifestyle rewarding is flexibility. With sufficient flexibility, even the surprise of an unexpected addition to the crew can be coped with, and the cruise goes on!

The First Year

Our first consideration when the baby arrived was a place for her to sleep. We put Elizabeth in a basket (bought in Cozumel) for the first few weeks, then transferred her to the pilot berth. A fish net screen installed along the open side of the berth keeps her from getting out. Now she can climb up the settee cushion and into her bed without help. Boats that do not already have two children occupying the V-berth usually put the new arrival up forward.

Food and diapers are the next necessities. For the first few months the food problem is solved by nursing. I cannot imagine attempting to bottle feed a boat baby. Prepared formulas are both beyond the budget of most cruising folk, and much more a hassle than simply feeding the baby as nature intended. After the wee one is about four months old, solid food can be introduced. We started giving Elizabeth the same food we eat, originally ground up in a baby food grinder, then just cut up into small chunks for her to pick up. At ten months, she eats hamburger, lunch meat, scrambled eggs, rice, asparagus, watermelon, apples, Cheerios with milk, and all other "people" foods without too much help from others. She doesn't care for commercial baby foods unless she is *really* hungry!

Diapers can be provided by either purchasing disposables or washing cloth diapers. We have met people doing each; our choice is disposables. In spite of their expense, in the water-scarce Bahamas I am simply not willing to cope with diapers that need washing. If one is planning long passages the choice might be different, but in the land of day passages, disposables are the rule. (We do not dispose of used diapers, or any other non-biodegradables, at sea.)

Other equipment we consider necessary include a chair and a back pack. A small collapsible chair perfect for use on a boat table is available at every Toys R Us store. Be sure to get the one with arched arms to clear the fixed fiddle if your table has one. The back pack is bulky to store, but really mandatory for the extensive walking we cruisers do ashore. We store both items in the pilot berth during the day.

Entertainment becomes important as the young one grows older. An excellent book, *Your Baby and Child*, by Penelope Leach, has many suggestions for homemade toys suitable to each developmental stage. Rest assured, the baby will prefer the autopilot controls and the winch handles to any toys you might buy!

Medical care while cruising is a serious consideration. In the Bahamas, routine immunizations can be obtained at the government clinics found on all major islands. Charges are minimal for this important health service. In case of illness, either the government clinics or local doctors can be consulted.

cont'd on next sightings page

natal sailing — cont'd

With a baby onboard, the usual fear of illness is more acute, since a little one can become seriously ill very quickly. For that reason I would hesitate to do a very long offshore cruise with a small baby. When harbor hopping, we have found that very often someone with a medical background is among the



BARBARA KIRKHART

Elizabeth is learning to grind at a young age.

cruisers nearby. While not all sailing M.D.'s were once pediatricians, they are generally willing to help in a pinch. In a real emergency, VHF or ham radio can summon advice and help. In fact, one might consider the ability to call for help via ham radio necessary to responsible parenthood afloat. We have been lucky, and Elizabeth has not been ill at all. Being out away from other children is some protection from contagious diseases!

While the arrival of a baby may cause a change in cruising plans, it certainly doesn't necessitate moving ashore. Life with a baby is a challenge wherever one lives, and with a bit of ingenuity that challenge can be met on the water as well as on land.

— barbara kirkhart

the ultimate sailing perk

How would you like to be so good at racing sailboats that someone offers to have you driven from your home to the yacht every day of the St. Francis Big Boat Series? Alameda boat dealer and winning helmsman (he was driving the Peterson 43 *Scarlett O'Hara* when she won the prestigious Southern Ocean Racing Circuit in 1983) Chris Corlett got the chance to find out this year, during the October series. Part of his agreement to steer the Nelson/Marek 55 *Strider* for skipper Sherry Wilson was door to dock transportation in the stretch limo shown here.

"At first I thought it was kind of funny," says Corlett, who sometimes shared the elegant ride with his wife Debra and newborn son, Jesse. It didn't take long for him to develop a very positive opinion, though. "After the first race on Sunday," he says, "I sat back, poured myself some Scotch from the bar and watched *60 Minutes* on the color TV. I decided then that it was just fine!"

For the record, Corlett proved his worth by guiding the ultralight *Strider* to first to finish honors in all four races of the series, although their healthy han-

cont'd on next sightings page

imagine

held while they were in the area, the Loos's met another catamaran sailor who had been sailing off Oregon at the same time they were. He had had similar strange things happen, like having all the light bulbs onboard blow up!

Ann and Willie notified the Coast Guard where they were staying in case anyone found Loos Goose. Sure enough, on September 28th, they received a call notifying them the boat had been spotted 100 miles off Monterey. The fishermen who found it towed the cat in to Santa Cruz. The bows had been split open from banging into the freighter and some water had sloshed into



— cont'd

the hulls. One of the rudders was gone and the mast and spreaders were damaged as well, but all in all the boat was in pretty good shape!

After flying home to get some tools, Willie and Ann returned to start repairing Loos Goose. Willie figures it will take about \$6,000 if he does the labor himself. At press time he was still looking for a yard to haul out at, with one strong possibility being Moss Landing. The Loos's had been unable to get offshore insurance before their trip, which means their expenses will have to come out of their own pockets. Even so, they're thankful they still have a boat.

ultimate perk — cont'd

dicap dropped *Strider* down in the final results. Skipper Wilson, who has fielded all-women crews at the past two Big Boat Series (on *Sweet Okole* and *Irrational*), recruited four other men in addition to Chris along with 21 women this year. She hopes the exposure to Corlett's championship caliber talent will reap benefits in future all-women campaigns. The stretch limo was one of the costs of higher education!

adios

"Everyday is like Saturday now," proclaimed a jubilant Peter Sutter. This cheery outlook on life stems from the fact that Peter has recently sold the sail loft he operated in Sausalito for more than 30 years. The old staff remains at the loft that has been taken over by former employee, Howard Macken. Having worked at the loft for 6¼ years, the 41-year old Macken — who also had

cont'd on next sightings page



adios — cont'd

a sail loft for ten years in Vancouver — will continue to emphasize cruising sails while making inroads in racing sails also. He's been successful in everything from dinghies to race/cruisers, and for the last two years has co-skippered a J/29.

As for Sutter, a sailor's sailor, don't expect for him to drift off into anything resembling idle retirement. No way. In fact on October 3 he, his wife Annie, Aldred Chipman, and Australian John Reese left Sausalito for Half Moon Bay, the first stop in a proposed 4-year voyage though the Pacific. Additional destinations include Mexico, French Polynesia, New Zealand, Australia, up the many island chains of the western Pacific to Japan, and then finally returning to San Francisco.

Pete and Annie are sailing *Wild Spirit*, the 36-ft Tom Wylie design that was attractively cold molded by C&B Marine of Santa Cruz just a few years ago. The load waterline is 30-ft and she displaces 13,500 pounds. This will be *Wild Spirit's* second trip into the South Pacific. Just a couple of years ago

cont'd on next sightings page

buoyed

On first impression, you would hardly think eight buoys would merit such attention. But on October 10, experts from NOAA Northwest Ocean services Center, the Military Forecasting Organization, the National Weather Service Forecasting offices in San Francisco and Seattle, the National Marine Fisheries Service, the Coast Guard, the fishing industry, tug and barge industries, recreational industry and others got together to discuss just that — eight buoys.

Of course, these are no ordinary buoys. In fact, they are an integral part of a core of highly reliable data bases that many different private and governmental meteorological organizations use to forecast the weather.



hopes

For the past several years, a sparse network of existing weather buoys has been augmented by these eight, which are funded by the Department of the Interior's Minerals Management Service. To date the buoys' main mission has been to collect data for MMS relating to offshore oil tract leasing. However, the data that has also been made available to the various weather services has proved invaluable.

The problem is that MMS funding runs out next year and so far no one has offered to pick up the \$1 million-a-year tab to keep the buoys in operation. The purpose of the meeting was to determine just how valuable

cont'd center of next sightings page



LATITUDE 38/RICHARD

adios — cont'd

Pete and Annie sailed her to Hawaii and as far south as Palmyra Island before returning.

A lifelong sailor with decades of racing, cruising, and yacht delivery to his name, we found it interesting to observe some of the minor modifications Sutter had made to the boat in preparation for years of constant use.

Perhaps the most noteworthy is the use of canvas — not surprising for a sailmaker. On the foredeck he's lashed a big zippered bag that holds the 135% genoa on one side, a 100% jib on the other side, and the staysail — hanked on the staysail stay with halyard attached — in the center. (Peter likes the staysail all ready to go, because in the last South Pacific trip he discovered they could carry the staysail alone in 40 knots of wind and still average 133 miles a day for five days.) The zippered bag eliminates two things Peter really dislikes; dragging sails up on deck, and stuffing wet sails down inside the boat.

Just forward of the mast is another zippered canvas bag, this one containing an Avon inflatable boat, a long anchor rode, and some other gear. Aft of the mast is yet another zippered canvas bag, containing an Avon ("two dinghies are a must for long distance cruising"), the Avon foot pump, and some other gear.

Naturally down below is much more spacious for having all previously mentioned bulky items stored on deck, but even here Sutter has made extraordinary use of canvas. Four years of charts, for example, are stored folded in half in three different canvas pouches around the interior. Padded canvas serves as the leeboard for each bunk. Also alongside each bunk is a canvas 'bureau' for the storing of the crews' clothes and other personal items. Behind the head door is a full length canvas ditty bag where each member of the crew can stow his or her toiletry items.

As for electronics, Peter — an avid ham — has a Kenwood TS-430S transceiver, a Walker SatNav, and a Sailor RDF, the latter of which he terms "a real good one that homes in on everything". Near the top of the boat's 47-ft mast is a sophisticated radar reflector; although it works better than most, Peter has found that in poor conditions even the best radar reflector's signal can get lost in sea clutter. Twin solar panels off the transom help keep the batteries charged.

Wild Spirit was recently fitted with a brand new Aries vane, and in addition to the sails previously mentioned, also carries a $\frac{3}{4}$ oz. spinnaker, a radial headsail, a storm trysail, and a storm staysail. Up on the bow there's a Nilsson 700 electric windlass to haul up the Danforth bow anchor. The little bowsprit the anchor lives on is a part of nautical history, as it's already sailed the oceans of the world for more than a century — it's an old plank off the schooner *Wanderbird*.

As befitting a boat Peter and Annie plan to live on for the next four years, it's been given the warmth of a home. Framed art — be it pictures of *Wild Spirit* under sail or drawings Annie made of previous destinations — are secured to the bulkheads and ceilings. A half-model of the boat is stationed on the main bulkhead. As for crockery, Peter insists, "I'll have no plastic dishes or bowls, no dammit, I won't." Fortunately *Wild Spirit* is equipped with "Navy dishes" they traded for in Palmyra during their previous trip. Peter advises the stuff is so strong that if thrown against a brick the brick will lose. Scores of to-be-read paperback\$ sit on three shelves built especially to hold them.

Wild Spirit has two further interesting touches worth mentioning. One is the set of vinyl covered bean bag chairs in the cockpit; purchased from Sears, Peter says these have been just great on the boat. The second is a small lexan peep-hole in the bottom of the hull. This window will afford them the opportunity of seeing what's under the Pacific — as well as what's on top — for the next four years. Bon voyage.

We hope to be hearing from the Sutters during the length of their cruise. Annie has promised to do some original artwork and Peter assures us he'll put together some helpful notes.

slow starter

Most race committees won't fire a starting gun for a race unless there is sufficient wind for the fleet to cross the starting line. The Singlehanded Sailing Society, however, doesn't always bother with such minor inconveniences. And so for the second half of the Vallejo One-Two Race held on Sunday, October 7, they ran through the starting sequence even though the boats didn't have enough breeze to get across the line.

Mark Rudiger, who had finished first the day before on the Olson 30 *Collage*, figured the best strategy was to stay inside the Vallejo YC harbor and hang onto a piling until the wind came up or the current changed direction. But as the bright sun continued to shine down and there was no change in the windspeed or direction of the current, Mark decided it might be wise if he

cont'd on next sightings page

buoys

buoy-relayed data was; and if valuable enough, to formulate a relocation plan and explore possible funding and/or data gathering alternatives.

"Disastrous" might be a touch too strong a word to describe the effect the loss of the eight buoys would have on current users, but only a touch. At present, meteorologists pointed out, the buoy system and the satellite system are the two most important weather forecasting tools available. Ship reports are not always reliable: they are few and far bet-



— cont'd

ween in the wee hours when forecasters need them, sometimes inaccurate and not always available for critical areas. Furthermore, since the 1982 loss of the weather satellite used to photograph the central Pacific (and no plans to launch a replacement until 1986), "We had no data except for that from the buoys," said one Weather service official. "Without that information, we could not have had weather reports." Other forecasters noted that the buoys were

cont'd on next sightings page



LATITUDE 38 RICHARD

slow starter — cont'd

stocked up with some more cold drinks and additional fuel for the outboard.

So it was that he and his crew — the race was doublehanded back to Alameda — worked their way back to the main dock of the Vallejo YC. Once the two chores had been tended to, Mark and crew observed no change in the conditions that would indicate there was any hurry to get back on the course. So while the remainder of the fleet remained anchored in Mare Island Strait trying in vain to fill their spinnakers, Mark and crew alternately sipped drinks on the patio and watched Marino and the Dolphins clobber the Steelers on the bar TV. To the best of their knowledge, what they were doing was in bad taste but within the rules.

Fortunately for them the traces of wind had the courtesy of waiting for the half-time break before appearing on the Strait. Thus Mark and crew were able to get back on *Collage* and get out of the harbor without having given up too much ground to the rest of the fleet. The on and off light winds in the Strait favored the long ultralight and *Collage* was able to enter San Pablo Bay ahead of the pack.

The race back to Alameda was a warm and gentle delight — except for a few holes in San Pablo Bay and some strong breezes off of Berkeley. The slow-starting *Collage* almost pulled a horizon job on the fleet, finishing 25 minutes ahead of the next boat. However in the interests of fair play, justice, and all that is right, *Collage* was beaten handily on corrected time by both Dan Newland and Linda Rettie on the *Hawkfarm*, *Predator*, and the weekend's corrected time winner on both legs, Brian O'Donoghue on the *Cal 2-27 Wildflower*.

25 years of cal and o'day

The year 1959 was a good one for starting a boat building business. At least it was for Jack Jensen and Bill Lapworth in Costa Mesa, California, and George O'Day in Massachusetts. The former started with a boat called the *Cal 24*, the latter with 16-ft *Day Sailor*, both of which led the way to a quarter century of success in the boating industry. In fact, the *Day Sailor* is still in production, with over 13,000 having been made. Together the two lines have turned out over 60,000 units ranging from 8 to 48 feet. Those are numbers that make Lear Siegler Marine, the corporation that now owns both lines, very happy.

Jim Hunt is now president of Lear Siegler Marine (formerly Bangor Punta Marine), having started out as a \$75 a week salesman for O'Day back in 1959. He's seen a lot of boats and manufacturers come and go since then. "Many people don't realize how small this market really is," he says from his office in Fall River, Massachusetts. "There are only about 125 manufacturers in the country, which makes it very competitive and the returns on investment can be abysmal. Currently, with the U.S. dollar so strong, we're also seeing more and more boats from Europe as well."

Hunt feels his company's success is due to several factors. For one, as each new market opened up, including the day sailor, trailer boat and yacht markets, Cal and O'Day kept pace. They didn't abandon the old markets and as a result have been able to hold customers as they traded up to bigger boats. Hunt also credits their relationship with their mother corporation — Bangor Punta bought O'Day and Jensen Marine in 1966 and was itself bought by Lear Siegler earlier this year — has been very good. He adds that the 1983 and 1984 have been their best years ever, so they must be doing something right.

For West Coast sailors, Cal boats have always been a feature on the water. The capable and compact *Cal 20*, which was in production from 1961 to 1973, sold almost 2,000 units and still has a very competitive fleet here on the Bay. Other Cal boats, such as the *Cal 25*, *2-27*, *29* and *34* are also popular one design racer/cruisers locally.

Perhaps the most legendary of the Cal boats, however, was the *Cal 40*,

cont'd on next sightings page

25 years — cont'd

which first came out in 1965. Charlie Thomas, who now owns a sailmaking business in Costa Mesa, was working as a salesman for Jensen at the time. (He later served as president of the company from 1969 to 1975 after Jensen retired.) Thomas recalls the Cal 40 was a result of input from Jensen, designer Lapworth and George Griffith, an experienced offshore racer who liked the Cal philosophy of a relatively light boat with a long waterline. "The three of them used to meet one night a week," recalls Thomas. "They detailed the boat in all respects."

Cal 40 wins the S.O.R.C.

... again

After three years of competition — it seems that the Cal 40 and the S.O.R.C. are meant for each other. Let's look at the record. In 1964 a shiny new Cal 40, the Conquistador, with Baxter & Cicero sails (chartered by Fuller Calloway) scored a narrow triumph in her first try away from home. In 1965 the Cal 40 Otseketa, sailed by Burkhard, Boston and Wake, with Boston sails, finished a close fourth. This year Ted Turner's Vamp X, with Hood sails, won the S.O.R.C. very convincingly by a margin of 57 points.

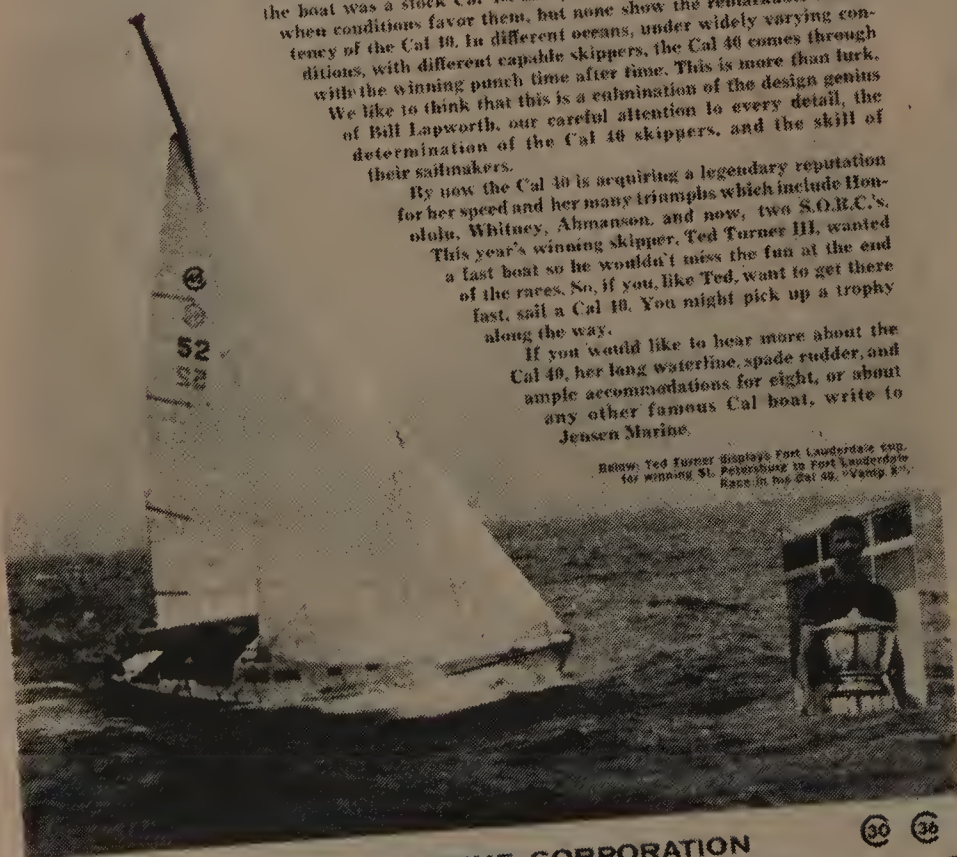
Each year the boats were sailed by championship caliber sailors. Each year the sails were supplied by dedicated sailmakers. Each year the boat was a stock Cal 40. Many boats win occasional ocean races when conditions favor them, but none show the remarkable consistency of the Cal 40. In different oceans, under widely varying conditions, with different capable skippers, the Cal 40 comes through with the winning punch time after time. This is more than luck. We like to think that this is a culmination of the design genius of Bill Lapworth, our careful attention to every detail, the determination of the Cal 40 skippers, and the skill of their sailmakers.

By now the Cal 40 is acquiring a legendary reputation for her speed and her many triumphs which include Honolulu, Whitney, Ahmanson, and now, two S.O.R.C.'s.

This year's winning skipper, Ted Turner III, wanted a fast boat so he wouldn't miss the fun at the end of the races. So, if you, like Ted, want to get there fast, sail a Cal 40. You might pick up a trophy along the way.

If you would like to hear more about the Cal 40, her long waterline, spade rudder, and ample accommodations for eight, or about any other famous Cal boat, write to Jensen Marine.

Below: Ted Turner displays Fort Lauderdale cup, for winning 51. Pictured in Fort Lauderdale Race in his Cal 40, "Vamp X".



JENSEN MARINE CORPORATION

1792 Placencia Avenue • Costa Mesa, California • (714) 646-3081
Builders of the CAL 20, CAL 24, CAL 26, CAL 28, CAL 30, CAL 34, CAL 40, and CAL 48.

A Cal 40 ad circa 1966 featuring Ted Turner.

The results of those meetings were well worth the work. One of the first Cal 40's, *Conquistador*, won the SORC, and in the three Los Angeles to Honolulu TransPac races from 1965 to 1969, the Cal 40 was unbeatable on corrected time. In his role as sales manager during that period, Thomas recalls it was fun going to boat shows back east and mentioning he was from

cont'd on next sightings page

buoy hopes

the only reliable source of wave spectrum information, and the only reliable means, in light of the gap created by the loss of the satellite, of verifying forecasts in the central Pacific region.

Plans developed at the meeting called for the redeployment of the eight buoys at various points off the Pacific Northwest. Half would go off the Oregon/Washington coast and the remaining four off the Northern

fly south

Got friends sailing down to Mexico for the winter season? As sure as the sun's gone into the southern hemisphere, after a month or so such cruisers start missing two things real bad; hamburgers and their old friends. On the chance these folks might ask you to come down and share a week or so in the sun, here's a little summary of how to get there.

Only two airlines serve Mexico's coastal cities from the West Coast — Aero Mexico and Mexicana. Their jets never seem to crash, but you've never known how exciting flying a commercial airliner can be until you've tried one of these — wowie!

There are basically five places we'd recommend you flying into to get on a cruising boat: Loreto, halfway up Baja; La Paz, 120 miles north of the tip of Baja; Cabo San Lucas, at the tip; Puerto Vallarta on the mainland; and Manzanillo, a little more than



— cont'd

California coast.

"What we did is put together a proposal for keeping the buoys in operation by showing the importance of the network," says Jim Henderson, NWS Northern California Area Manager. Once completed, the proposal will be forwarded to NWS (NOAA) headquarters for review, and hopefully, approval and funding.

for the winter

100 miles south of Puerto Vallarta. Except for Cabo San Lucas, each of these destinations has really terrific cruising grounds just around the corner. Cabo's a little isolated, but it has one of the most beautiful settings in the world, has great beaches on both the Pacific and Gulf sides, and you can daysail all you want.

Mexicana Airlines flies only to Los Cabos (the airport serving Cabo San Lucas, a \$16 cab fare away) and Puerto Vallarta. There has always been a daily flight from Los Angeles to Los Cabos, but at the end of last month they added a greatly appreciated daily flight from San Francisco to Los Cabos. The latter takes about 2½ hours and includes a brief stop in Mazatlan. Mexicana offers one flight a day from San Francisco direct to Puerto Vallarta and two flights a day direct from Los Angeles to Puerto Vallarta. On weekdays before December 15 the fare is \$259 round trip to Los Cabos and \$289 to Puerto Vallarta. On weekends and after December 15 the prices are slightly higher. Mexicana's number is (800) 531-7923.

Mexico's national airline, Aero Mexico, only offers service from Los Angeles. They fly once a day to Loreto, La Paz, and Manzanillo, with two flights a day to Los Cabos. Round trip fare is \$137 to Loreto, \$149 to La Paz and Los Cabos, and slightly higher to Manzanillo. Thus folks served by LAX and with friends on boats in Mexico have one of the all-time tropical sailing vacation bargains sitting right in their laps. Northern Californians have to cough up another \$100 or so to make connecting flights from San Francisco to Los Angeles.

25 years — cont'd

Jensen Marine. "People were real friendly when they found out which boats I was selling!"

Charlie adds that when he took over for Jensen, he tried to maintain the philosophy that his boss had followed. Jensen's formula was to build a solid, honest boat that could be sailed safely offshore, that would be a little faster than the competition and still be competitive in the marketplace. With 25 years in the business, it's hard to argue with that approach.

TIM STAPLETON



cute, eh?

How sailing fashions change. We've been through wool sweaters, garbage bag foulies, Gore-Tex, and now if this crewman on *Swiftsure* in the Big Boat Series is to be believed, ladies' lingerie. If your chandlery isn't stocking it yet, try I. Magnins or Neiman-Marcus.

p.v. coming up

The painting at right is by the noted Mexican artist Lepe and should serve to remind you that the Del Rey YC's biannual Marina del Rey to Puerto Vallarta Race starts February 2nd. That's just around the corner, so you should call the Del Rey YC at (213) 823-4664 for complete information now.

There will be both IOR and PHRF divisions this year. If you don't have a suitable boat, we suggest you charter an Olson 40 or Santa Cruz 40. The race would be the highlight of your winter, 1,125 miles downwind to tropical Mexico.

12 meter help wanted

Does the TV ad of the Aussie boasting about how they have the America's Cup "down under" bother you? Would you like to see the Cup return to the good old U.S. of A., perhaps right here in the Bay Area? You may be in luck. The St. Francis Challenge, America's Cup 1987 is a syndicate of local yachtsmen who plan to achieve that goal. By this time next year they hope to be sailing their first 12 Meter off the San Francisco City Front, followed by another one in the spring of 1986. The best of the two will sail in the elimination trials in Perth, Australia, late in 1986 for the right to challenge for the Cup early the following year.

The St. Francis Challenge syndicate recently set up executive offices in Sausalito. They are currently looking for an executive secretary/administrator to help out in the office. Van Fowler of the syndicate says boating knowledge, enthusiasm for the campaign and a strong aversion to the song "Waltzing Matilda" are definite plusses, and that they are offering pay commensurate with the position. Anyone interested should send his/her resume to 2829 Bridgeway, Sausalito, CA 94965. (Here's a hint: don't call on the phone. That's a definite minus.)

sap gets the vote

On Monday, October 22nd, the Sausalito City Council approved several sections of the controversial Richardson Bay Special Area Plan (SAP). The key issue of residential houseboats anchored off Sausalito, they voted to allow those living offshore three years to find a marina in which to locate themselves. This differs from the original plan, which called for the immediate removal of the more than two dozen craft involved.

City Council member Ray Taber of Sausalito says the three-year moratorium is intended as a humanitarian gesture. "There are up to 100 people, including young children and elderly, affected by this," he says. "The human factor is more important than the issue of public trust or the environment. The city also recently approved two new marinas, neither of which is in operation yet, but will be potential mooring spots for the anchor-outs in the near future.

Furthermore, anyone living aboard in a marina will have to be hooked up to a sewage outlet or use the pump out facility to remove waste products. (At this time none of Sausalito marina's surveyed by *Latitude 38* plan to install sewage hook-ups).

The City Council, acting on the advice of a Sausalito biologist, also eliminated the requirement that "grey water" must not be discharged into the Bay. The SAP had contended that shower water, dishwater and the like were significant pollutants, a notion the City Council rejected.

While residential houseboats were given the order to move off the Bay, those living aboard working commercial craft such as fishing boats, tugs and salvage boats appear to have escaped the eviction notice. Defining the difference between the two types of boats was not handled in the City Council meeting, nor was the section on enforcement of the plan approved. Sausalito City Planner Mike Foley estimates it may take another year before the four cities involved — Sausalito, Tiburon, Belvedere and Mill Valley — as well as Marin County can hammer out the details for implementation.





BIG BOAT SERIES

Joy and depression, comedy and tragedy: These are the handmaidens at any major sporting event. These capricious vixens made their presence felt at the 20th running of the St. Francis YC's Big Boat Series from September 30 to October 6. On some, such as those who won their respective divisions, they smiled benignly. On others who suffered misfortunes of their own or other's makings, they dumped a load of bad vibes and serious bummers. It was, however, only sport, and the thrashings administered and whippings received were but diversions for most of the 68 boats and 1000 sailors who took part. As long as the challenge remains, there will always be another chance with which to try and do better.

In several ways, this year's edition of the fall classic was a sterling show. For one, the maxis were here. Three new models of these 80-footers, George Coumantaros' Frers 81 *Boomerang*, Jake Wood's Mull 82 *Sorcery*, and Marvin Green's Pedrick 81 *Nirvana*, joined the four-year old *Kialoa*, Jim Kilroy's proven Holland 81, and the well-traveled *Ondine*, Huey Long's Milgram 81. In 1982, the last time the maxis came to San Fran-



The Big Boat Series is important, but shouldn't be taken too seriously. 'Pendragon's Craig Lewech thinks so, too.

cisco on their biennial tour of the globe, *Kialoa* easily defeated her only rival. This year, however, the pickings weren't as easy. All those who watched were awed by the beauty, grace and power of these majestic craft as they dueled both on the wind and off. The term "maxi" is well justified.



LATITUDE 38/RICHARD

LATITUDE 38/SIMON

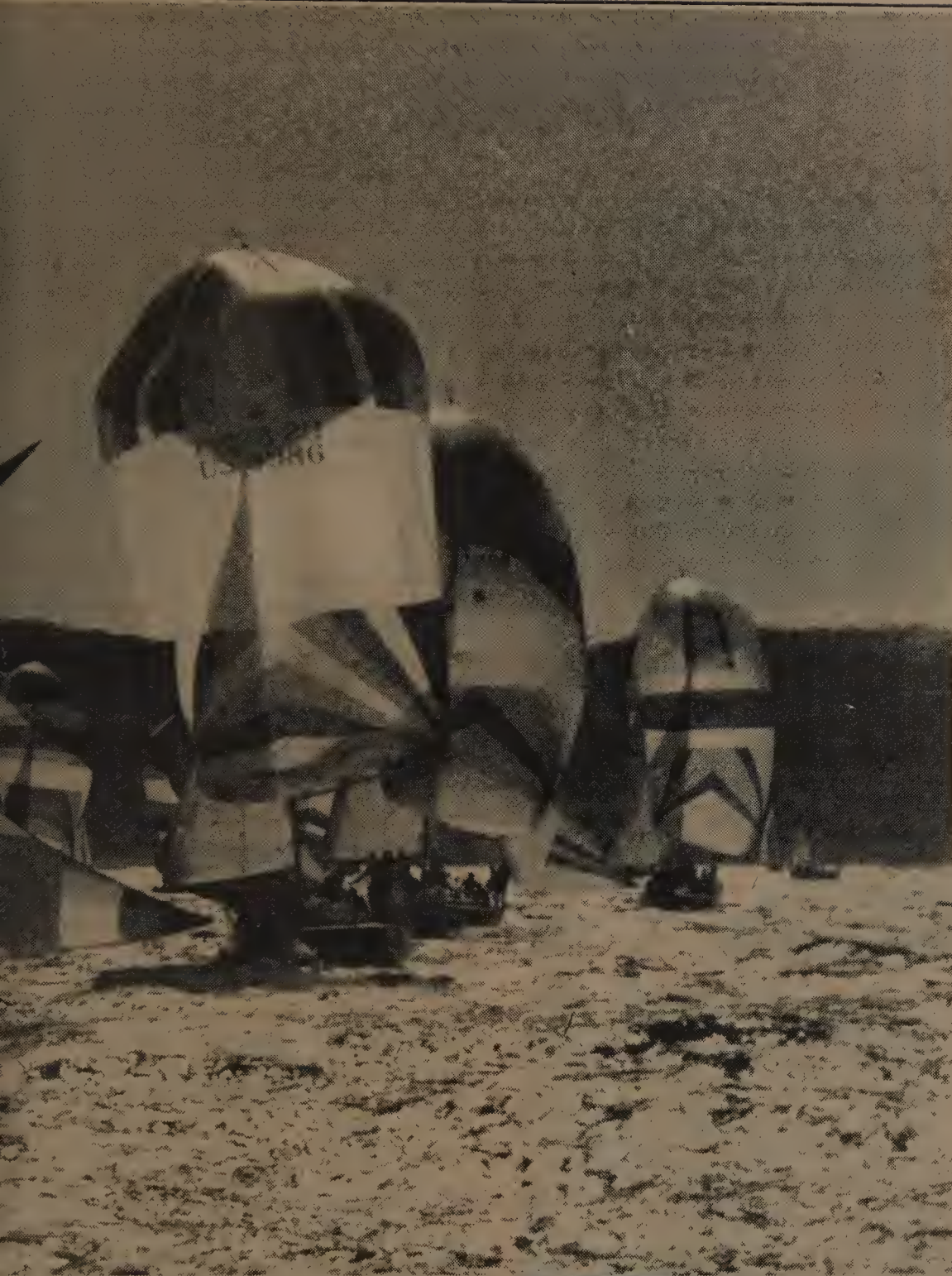
Entering its third decade, the Big Boat Series also served notice to the sailing community that it has reached the status of a true international event. What started as a series for Northern and Southern Californian yachtsmen has become a venue for many of the world's finest sailors and their yachts. Entries came from Australia, New Zealand, Hong Kong, Hawaii, Southern California and the Pacific Northwest, including one with the homeport of Anchorage, Alaska.

What really affirms the Big Boat Series' status, however, was the presence of several yachts and more than a few sailors from the East Coast, the traditional power center of sailing in this country for the past century. In a move that surely must have caused some East Coast preppies to gag on their evening martinis, representatives of the

Frankie Elder's 'Creole Lady' leads the pack on a sunny blooper run.

prestigious New York YC flew in to meet with members of the St. Francis YC about scheduling for 1986. It seems they were losing boats from their Onion Patch and Bermuda Race series to the biennial Clipper Cup, held this summer in Honolulu, and the Big Boat Series. (It was just a year ago that the NYYC lost the America's Cup to Australia. Now this. Things must be glum indeed at their Manhattan clubhouse.)

In addition to these unique aspects of this year's series, there were the accustomed colorful antics on the water and ashore, the large spectator crowds lining the shore of the City Front to watch the action as the fleet short tacked up the beach to avoid the flood tide, and thankfully an adequate supply of wind and good weather. Starting almost two



the big, black sloop a different challenge from the heavy air and open ocean swells she relished in Hawaii and the German Frers design proved capable, faltering only in the one race of relatively light airs.

Owner George Coumantaros, a shipping magnate from New York, had missed the Clipper Cup due to business commitments. He was present in San Francisco, though, and was more than pleased. His first big boat was the 73-ft *Baccara* in the early 1970's, followed by the first *Boomerang*. The latter, a 64-ft Bob Derektor design, fell in the cracks, being neither a bona fide maxi or a "small" big boat. So Coumantaros decided to go to a full on, 70.0 rater, employing Argentina's German Frers as the designer and New York's Derektor as the builder. It took 12 months to complete the aluminum sloop, after which it headed south for SORC and then west for the Clipper Cup.

Under the able hands of skipper Jeff Neuberth and downwind helmsman Commodore Tompkins of Mill Valley, *Boomerang* jumped off to a convincing win in the first race, the windiest of the series. The owner took the helm himself for the start of the second race, but was in danger of barging on *Nirvana* when Neuberth advised him to bail out and start late. *Sorcery* and *Kialoa* charged off to the lead, but the black boat chewed away at them, eventually overtaking both of the final beat for another bullet. It looked like the whole week would be a cake walk for Coumantaros.

George Coumantaros' maxi 'Boomerang' keeps coming back to win.

weeks late this year — in deference to those delivering their boats from Hawaii after the Clipper Cup, there were fears the Bay's summer wind machine would run out of gas. The week before the series started was extremely hot and still, and there was speculation it might turn into a non-event. Nature didn't miss her cue, however, and the west-erlies returned with a vengeance for the opening race. Except for the Wednesday contest, which featured light and shifty breezes, there was plenty of power to guide the contestants around the course.

St. Francis Perpetual Trophy (The Maxis)

Fresh from a convincing fleet victory at the Clipper Cup, *Boomerang* gave further evidence of her superiority over the current crop of maximum raters under the International Offshore Rule (IOR). The Bay offered



LATITUDE 38/RICHARD

ST. FRANCIS



Kialoa's Jim Kilroy from Los Angeles has never been one to concede to predictions, however. All he really wanted was some lighter winds to put his white hulled beauty's more tender tendencies to good advantage. His chance came on the Wednesday evening race, the so-called "businessman's special," which started at 3 p.m. rather than the usual 1 p.m., and featured grey skies accompanied with winds in the 8 to 12-knot range. With America's Cup skipper Dennis Conner maneuvering Kialoa into a spectacular leeward end start ("I'm just here to help out where needed," said Dennis.) Kialoa slipped away from the rest of the pack for a satisfying corrected time win of more than five minutes. Prior to that Kilroy's crewmembers had begun to refer to their steed, which is scheduled for a new stern before the end of the year, as the "Avis" boat — always number two. The victory scotched that talk.

Boomerang regained her form and came back strong to win the final two races. Kialoa had the door shut on them at the weather end of the starting line in Race Four and ripped their jib soon thereafter. Even with those mishaps, Kilroy pulled out a second. The start also led to Kialoa's undoing in the

Lewis Berry's 'It's Ok' chases the leaders upwind. Below, spinnaker symmetry off Alcatraz.

finale as a strong ebb tide pushed her as well as Ondine, Sorcery and Nirvana over early. When two thirds of the fleet jumps the gun, the race committee usually signals a general recall. This time, however, spotting the guilty parties — how can you hide when you're 80-ft long and have a 100-ft high mast? — was no great challenge. All four sheepishly doubled back while Boomerang waltzed to

an unassailable lead and series win.

Finishing third in the maxi fleet was the bright red Sorcery. Designer Gary Mull of Oakland was disappointed, not in the boat, but in his and the other crews' ability to sail a good tactical series. "The boat is fast," he says. "It must be because Boomerang keeps camping on us until we sail out into the adverse tide!" Owner Jake Wood from Southern California wasn't overly discouraged, saying that nothing comes easy in life and sailing maxis is no different. He'll have more opportunities in the near future, including this coming winter's Southern Ocean Racing Circuit (SORC) and a three part Maxi Cup in 1985 with racing in Newport, Rhode Island, Las Palmas, Spain, and Sardinia.

City of San Francisco Perpetual Trophy

If there were an award for most rock stars per boat in a division, the City of San Francisco group would probably have scored a convincing win. The boats in the 49 to 55-ft range were indeed loaded, including America's Cup veterans Tom Widden (*Retaliation*) and Gary Jobson (*Jubilation*) from the East Coast, Florida's Mark Soverel (*The Shadow*), Southern California's Bruce Nelson (*Brooke Ann*), Gary Wiseman (*Orlanda*) and Dennis Durgan (*Tomahawk*), and the Bay Area's Paul Cayard (*Checkmate*), Chris Corlett (*Strider*) and Steve Jepsen (*Swiftsure*).

Surprisingly, with all that heavy artillery, the division winner *Tomahawk*, John Arens' Frers 51 from Newport Beach, scored a clear cut victory. After trading first and seconds with Richard Rogers' Soverel 55 *The Shadow* from Los Angeles, *Tomahawk* pulled away with two more bullets to seal the



title. Due to a foul up in starting signals and course flags, the last race was thrown out and only the first four counted in the final standings.

For Arens and his three-year old blue sloop (formerly *Margaret Rintoul III*), the triumph was particularly satisfying. "I've been trying to win the Big Boat Series for a long time!" he said afterwards. Last year some boat handling mistakes cost him the series, losing to his good friend Monte Livingston on *Checkmate* (then *Bullfrog*). *Tomahawk* has since been made a bit stiffer and some of the deck hardware improved. The crew work this year was excellent, and with the aid of Congressional Cup winner Durgan at the helm, able to outclass the rest of a good fleet. Also helping with local knowledge and tactics were the Bay Area's Rich Hackett and Carl Schumacher.

"*Tomahawk* was awesome!" was the comment of Richard Rogers, who saw his big, grey fractional rigger take the bridesmaid slot for the second year in a row. Brand new last year, *The Shadow* started slow and got better at the end in 1983, but this year that trend reversed itself. The boat is 4,000 pounds lighter and a foot shorter in rating, thanks to some reworking in Florida last winter. She won class honors at both SORC and the Clipper Cup (the latter by a scant one point over *Tomahawk*).

Rogers, a former Flying Dutchman sailor from Los Angeles was thrilled to be back in San Francisco. "It certainly is the most picturesque place to race," he says, "and having the city available after sailing is God's gift." He was also very happy to be back on-board, having chartered the boat out for the Clipper Cup. He was in Hawaii on business at the time and says it was particularly



LATITUDE 38/JOHN

There's always someone willing to be a hero.

frustrating to have to be on the sidelines watching someone else in charge. "I doubt I'll do that again," he says.

Third place finisher *Brooke Ann* overcame the small boat in fleet disadvantage for class third. At 49 feet overall, she faced the challenge of finding little slivers of clean air as the longer, faster boats sailed away from her. This issue is one of the few complaints contestants voice about the series, especially since the first beat from Treasure Island to

the City Front is often a one tack drag race. It is an added tribute to *Brooke Ann* to be able to overcome that obstacle for good finishes.

Brooke Ann also had to conquer some of the mechanical problems that have been plaguing the Nelson/Marek 49 since she hit the water this spring. According to designer/helmsman Bruce Nelson, the repaired rudder fabricated in Hawaii on the eve of the first Clipper Cup race (the original rudder broke while they were out practicing) was asymmetrical. After the first two races in San Francisco, they took the boat to Sausalito and straightened it out. They



finished strong with a fourth and a second.

Results for the City of San Francisco Perpetual might have been a little different if the last race screw up hadn't occurred. Like the maxis starting before them, many of the 15-boat fleet were over early. The race committee signalled for a general recall instead of calling individuals over early. As the boats returned to the starting line, the committee posted the course for the following division while running the restart sequence. That created widespread confusion about which was the proper course to sail, and the result was that only one entry, *Orlanda*, completed the correct circuit while everyone else took the wrong one. Later onshore it was decided to eliminate the whole race rather than give *Orlanda* an uncontested first.

For the big red fractional Farr 58 losing the bullet was disappointing, but at the same time encouraging. Completed last spring for Italian owner Alex Pirera, *Orlanda* is just beginning to hit her stride after modest performances at Long Beach Race Week and the Clipper Cup. Aply manned by sailmakers Tom McLaughlin and Gary Wiseman, 12 Meter veteran Jack Sutphen, and local expert John Ravizza, she was consistent in San Francisco and was leading the fleet in the last race before everyone else went a different way.

The genial and gracious Pirera, an importer of Japanese and German camera and hi-fi equipment, is relatively new to the inter-



'Victory's broken stick made a great conversation piece.



'Blade Runner's crew dream of Jeannie. Below, they don't call them 'maxis' for nothing. 'Kialoa' and 'Sorcery' chase 'Boomerang'.

national IOR scene. Prior to this year most of his racing has been in Europe, especially the Mediterranean. His favorite races there are the Giraglia Classic, which runs between France and Italy and rounds the island of Giraglia at the northern tip of Corsica, and the Middle Sea Race from Malta to Sicily and back. "They are very nice, very quiet races," he says in excellent English.

Alex, as well as most of his crew, are also new to a 58-ft fractional rig boat. He says he was inspired to the design by the Bruce Farr 68 *Ceramco New Zealand* (now *Winterhawk*), the Whitebread Around the World racer. "I'm a crazy Italian who wanted something different!" he laughs. "It takes time to learn how to sail though because all the power is in the main. Sometimes I wonder what the foresail is even doing up there!"

Finishing well back in fleet standings but first to cross the finish line in each of the four races was the Nelson/Marek 55 *Strider*. Getting the gun was high on the priority list of the crew, which consisted of 21 women and 5 men including helmsman Chris Corlett. (Part of Corlett's agreement to sail the boat was daily stretch limousine service to and from the St. Francis.) As much an exercise in sexual understanding as sailing prowess, *Strider* performed well on both counts. Her long, light and narrow hull went amazingly

well upwind against the heavier, purer IOR hull shapes, even in heavy air. The crew handled themselves honorably in all range of conditions. "Both the men and the women gained a lot of respect for each other," said crewmember Judy Whitmarsh of Monterey. "I think we proved that sex is not the issue in





sailing big boats."

Atlantic Perpetual

Sex may not have been the issue in the Atlantic Perpetual division for boats 43 to 48-ft long, but it wasn't completely overlooked either. After blowing close to a two minute

lead in the opener due to a series of vicious knockdowns, Bill Twist's Reichel/Pugh 48 *Blade Runner* from San Francisco needed a morale booster. She came in the shape of a voluptuous blonde by the name of Jeanie. "We saw her standing onshore before the second race," said Twist, "and asked her if she'd like to go sailing." Dressed in a low cut white dress, Jeannie posted herself on *Blade Runner*'s foredeck as they left the harbor with the rest of the fleet watching. The grandstand play seemed to turn the trick, so to speak, (she transferred to a powerboat before the race started) and *Blade Runner* reeled off three straight bullets.

There were many other factors going for *Blade Runner*, too. Most of the crew, including sparmaker Dave Hulse, sailmaker Larry Herbig, designers Jim Pugh and John Reichel, BMW Keith Randall, bowman Rhett Jeffries and 12 Meter veteran Don Kohlmann, were with Twist last year when he dominated the Rheem division in *Salute* (now *Flying Machine*). The new boat was well laid out and rigged, including hydraulic jib lead adjustments and all the latest bells and whistles. And to top it all off, at 48 feet, *Blade Runner* was the biggest boat in the fleet. She had the ability to jump out from the pack and sail in clear air while the rest of the troops thrashed about in their backwind.



Robert Lane's 'Medicine Man'.

Making the best of that lot was Irv Loube's Frers 46 *Bravura*, which won the Atlantic division two years ago. *Blade Runner* won the C+ trophy and we won the C- award," said helmsman Dee Smith, referring to the size differences of the two boats. Owner Loube echoes that feeling: "We feel we could beat them, but we're sailing in crap all the time and they were out in clear air!" Even so, Irv was quite pleased with two bullets. He's bought a new boat, a One Tonner called *Coyote* from France, but he hesitates at retiring the blue hulled *Bravura*. "How can you let her go while she's still so fast?" he asks wistfully.

Filling in the ranks behind the top three were talented groups aboard Neville Crichton's Frers 43 *Shockwave*, driven by Olympic Silver Medalist John Bertrand of San Francisco, and the Frers 45 *Camouflage*, under charter to Maurice Bretzfeld and driven by dinghy world champion Dave Ullman of Newport Beach. Bertrand had the aid of his 12 Meter skipper John Kolius for part of the week as well, and the latter got a taste of the crew's life. "We had him grinding and packing sails," said one of *Shockwave*'s Australian crewmembers. "After he made a tactical mistake in one race I even told him that I understood why we won the America's Cup!" (Kolius drove the ill-fated *Courageous* in 1983 and hopes to recapture the "auld mug" at the helm of *America II* in 1987.)

Shockwave was also involved in one of

ST. FRANCIS

the best dogfights of the week, which occurred in the first race. Bertrand got locked into a breathtaking duel with Dick Deaver, helmsman of Robert Butkus' Dubois 43 *Victory* on the reach across the Bay from Sausalito to the mark right off the St. Francis YC. At times separated by less than three feet, the pair boiled their way across the Bay, jibed at the City Front and headed east towards Blossom Rock. When the 53-ft *Whistle Wing V* passed them, the two aimed for the larger boats wake, hoping to hitch a ride down to the next mark. Suddenly they hit a hole and broached, both doing their version of a "stem christie" turn, i.e. planting their poles as they cartwheeled around. *Shockwave's* mast proved to be equal to the task, but *Victory's* didn't, breaking in four places. "I think I'll go home, get some work done and maybe go fishing," said the downcast Deaver the next day. (He did return for the last race to help Lowell North on the J-41 *Grey Fox*. More on that later.)

Keefe-Kilborn Perpetual

Like the Atlantic Division, the Keefe-Kilborn group, largest of the 5 with 19 entries in the 41 to 43-foot range, had Bay Area entries sweep the top three spots. Lee Otterson's Nelson/Marek 41 *Clockwork* repeated her 1982 win (with identical scores), followed by the Bruce Seymour-chartered Serendipity 43 *Scarlett O'Hara* and Chuck Winton's Nelson/Marek 41 *Chimo*. *Clockwork* helmsman Ray Pingree sailed an excellent series, with three wins and an incredible come-from-behind seventh in the second race. Over early at the start, it took two minutes to hear their number called on the radio. By the time they doubled back and started properly, they were five minutes behind. "It was really depressing," says Ray. They dug in and sailed hard. "There was nothing else to do!" he adds.

Owner Otterson, a retired businessman from Belvedere, has always been impressed with Ray's concentration. The two met on a race to La Paz some ten years ago aboard Lee's Cal 33 *Sea Sprite*. In the light airs between Cabo San Lucas and the mainland, Ray kept adjusting the sails to each little shift and Lee remembers distinctly how they passed two boats as a result. The pair have been together ever since. They campaigned the Serendipity 43 *Sioc* together before *Clockwork*, both with success.

Making their Big Boat debut as a team with almost as much success were Bruce Seymour of Oakland and Richmond's John Kostecki. Seymour has been flirting with the IOR game for the past couple of years and was able to arrange a last minute charter of

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the renowned Serendipity 43 *Scarlett O'Hara*, which won SORC in 1983. "It was like sailing a legend," he said afterwards, and except for one bad race they might have won the whole thing.

The charter was also an opportunity for Kostecki to disprove claims from some of the Bay's rock stars that he wasn't up to speed in the IOR fleet. "I told John that leadership is lonely," says Seymour, who teamed up with the young Kostecki to win the Olson 30 Nationals last year. Their performance on *Scarlett* with a crew new to the boat, effectively puts to rest any questions the competitors might have had. Richmond's Jim Maloney spelled Kostecki at the helm and added his tactical expertise as well.

While former San Francisco YC commodore Chuck Winton was able to recover from a disastrous first race to take third overall, he was hard pressed by the handsome new Holland 43 *Scalawag*, owned by John Kilroy, Jr., son of *Kialoa's* Jim Kilroy. A fractional rigger with a huge mainsail, *Scalawag* was designed and built with the light and me-

"Jibe Ho!!!"

dium airs of next summer's Admiral's Cup in mind. "We were mostly concerned with speed testing and learning how to sail the boat," says Kilroy, who owned a One Tonner by the same name which won the 1978 North Americans.

Butch Dalrymple-Smith, who oversaw much of the design of *Scalawag*, explains that the fractional rig is becoming more popular in bigger IOR boats these days. "For several years all the Quarter and Half Tonners were rigged that way," he says, "and now you're seeing it in many of the top One Tonners." While more difficult to learn how to sail correctly, the fractional rig tends to be more self adjusting. The crew also has more control over the shape of the main than the jib, especially with the more stable sailcloth material such as Mylar and Kevlar now available. (Only a handful of the 68 boats in the Big Boat Series had Dacron mains.)

Another out-of-town boat which finished with a flourish was Frankie Elder's New Orleans Marine 41 *Creole Lady* from Loui-



That left the boat, named after a trolley car that runs to the Sydney suburb of Bondi (pronounced bon-die), in the capable hands of skipper Bill George of South San Francisco. Billy steered Roger Hall's *Wings* to a third last year in the Big Boat Series, and this

something might break."

Bondi Tram's only real threat came from the Lowell North-driven J/41 *Grey Fox*. Rating almost a foot less than *Bondi*, the fractional rigged *Fox* was able to stay within range boat-for-boat but couldn't break through for any victories. "We were very fast with our small jib up in 20 to 25 knots of true wind," says tactician and co-owner Don Trask of Oakland, but we couldn't point quite as high as the masthead rigged *Bondi*."



'Orlanda' crosses behind 'The Shadow'. Below, 'Victory', left, being hotly pursued by 'Shockwave'.

year was able to come out a winner. He was aided by alternate helmsman and tactician Russ Silvestri, sailmaker Steve Toschi and a group of other talented sailors.

"The boat's hull and deck are very light," says Billy, "which means you can concentrate the ballast low down and in the middle

Trask was very impressed by North, the legendary sailmaker and Olympic Gold Medalist. "He knows at a glance how to trim each sail," says Don, "something it usually takes two or three guys a while to figure out. We also had good starts and kept our nose clean." As mentioned earlier, they brought another heavy, Dick Deaver, onboard for the finale in hopes of derailing *Bondi Tram*, but to no avail.



of the boat." When we finally figured out which sails to use we were able to just sail away from everyone else. In the last race we were having so much fun everybody got a chance to drive, even one guy who had never been in a Big Boat Series before! The only thing I was worried about was that

While *Bondi Tram* and *Grey Fox* were clearly a cut above the rest of the fleet, there were some other performances worthy of note. Placing a solid third was the well sailed *Damn Near*, owned by Ross's Bert Damner. Bolstered with new sails and great crew work, the green hulled Bay veteran im-

siana. Elder, who is in the lumber business at Port Barre, Louisiana started sailing ten years ago when his wife Mary (nickname "Peanut") talked him into going sailing one day. He loved it. After a series of smaller racer/cruisers, he made the jump to *Creole Lady*, which was completed shortly before the Big Boat Series began. "We were drawn to San Francisco," he says with a drawl. "The sailing and the hospitality are just great. We feel just like we're back home!"

Richard Rheem Perpetual

If ever an owner had a good summer of racing, it couldn't have been much better than Australia's Denis O'Neil. His *Bondi Tram*, a high tech Frers 41 made with carbon fiber and resembling a big dinghy with long benches on either side of the cockpit had nine firsts out of a possible ten between the Clipper Cup and Big Boat Series. O'Neil, who is in the quarry and concrete business in Sydney, had an Aussie crew for the Hawaii series, but let a group of Bay Area Yanks sail on the Bay. In fact, he spent much of the week touring the wine country.

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LATITUDE 38/RICHARD

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LATITUDE 38/SHIMON

proved on her fifth in class at last year's Big Boat Series.

But for a broken headstay in the fourth race, William Rudolph's gorgeous natural finish Peterson 41 *Challenger* might have cracked the top three. Owner built, the brand new wood beauty from Seattle was extremely well campaigned, aided by driver Keith Lorence and tactician Jim DeWitt of Richmond. *Challenger* turned in the best performance of the five boat contingent from the Pacific Northwest. They predict even more yachts will venture south for next year's series.

While the silverware has all been handed out to the winners, we thought it might be fun to make our own awards for this year's Big Boat Series. They are, of course, totally subjective, but hopefully illustrate that there is more to a major regatta than just what you see inscribed on the trophies.

Best knockdown sequence: The series blustery opener on Sunday, September 30th, was filled with several, including *Blade Runner's* wham-bam sequence and *Victory's*

fatal spill. Perhaps most entertaining for the huge spectator crowd that lined the breakwater in front of the St. Francis YC, however, was the one in the Rheem division. William Rudolph's *Challenger*, sailing in her first major race, was positioned well on the reach across the Bay from Sausalito. Upon rounding mark "A" in front of the clubhouse, however, they initiated a series of knockdowns that lasted more than a few minutes. Coming next were Laurie Timpson's Frers 40 *Flasher* from Richmond and Bert Damner's Kaufman 41 *Damn Near*. Apparently vexed by *Challenger's* imitation of a Mission Street drunk, they also took up the St. Vitus' dance. When Stan Reisch and Bob Klein's Peterson 40 *Leading Lady* finally made it through the turn unscathed, the three other boats brought themselves under control and all four proceeded down the Bay.

The Prank That Backfired the Worst: Trailing division leader John Arens' *Tomahawk* by two and a quarter points after three races, the crew on Richard Rogers' *The Shadow* tried a little chicanery in hopes of rattling their foes. They stole the license plate of *Tomahawk's* support van, which

reads "Wampum" and affixed it to their stern with a "not allowed" symbol (the popular red circle with a diagonal line running through it) inscribed on it. Unfortunately the ruse worked in reverse: *Tomahawk* won the fourth race while *The Shadow* dropped to a damaging ninth.

Best crew shirt: This was a tie between Dean Treadway's Farr 36 *Sweet Okole* and Bill Twist's *Blade Runner*. *Sweet Okole's* crew each received a personalized rugby shirt with their first name printed over the breast pocket. The shirt's colors, white background with elegant red, green and yellow pin stripes, matched the boat's spinnaker. *Blade Runner's* group also had personalized shirts in the boat's grey and white color scheme as well as matching Patagonia jackets which looked extra cool at the bar after the races. Guaranteed to increase your hit ratio with the ladies.

Best Dirty Joke: This award goes to the co-ed crew of *Strider*, where women outnumbered men by more than four to one. The joke, presumably told while riding the weather rail, went like this — Woman: Did you know condoms have serial numbers on them? Man: No. Woman: You mean you never unrolled one that far?

Best Lay Day Story: Italian Alex Pirera, owner of the Farr 58 *Orlanda* from Milano, went north on Tuesday, one of the two rest days of the week, with his wife. "First we went to Muir Woods," he said "and we climbed up and down, up and down. Then we drove up to Sonoma. But instead of drinking wine and eating cheese, she wanted to do it the American way. So we bought hamburgers, french fries and Coke and we ate in the car!"

Best House Flag: While custom flags have become quite popular with the IOR fleet — and there were some handsome ones flying in the St. Francis harbor — the most appropriate one was the large "T" flag flown by Lee Tompkins' Peterson 39 *Salt Shaker*. Driven by Oakland's Kame Richards and Monterey's Bill Keller, *Salt Shaker* managed to be disqualified in three out of five races. "We weren't out hunting for other boats," says sailmaker Richards. "We just had an incredible string of bad luck. We didn't have our own flag for the boat, so we thought the "I" signal (which tells the other competitors and the race committee that the yacht has committed a foul and is willing to take penalty on their score) would do just as well. We're looking forward to some incredibly good luck in the near future to balance this regatta off."

So it goes in the world of Big Boat sailing.

— latitude 38 — suc

BBS RESULTS

	BOAT	TYPE	OWNER	CLUB	PLACINGS	POINTS
St. Francis Perpetual						
1	Boomerang	Frers 81	George Coumantaros	New York	1,1,2,1,1	5.00
2	Kialoa	Holland 81	John Kilroy	California	2,2,1,2,3	9.75
3	Sorcery	Mull 82	Jake Wood	Lahaina	3,3,3,3,2	14.00
4	Nirvana	Pedrick 81	Marvin Green, Jr.	Stamford	4,4,4,4,4	20.00
5	Winterhawk	Farr 68	Hal Day	Bahia Corinthian	6,5,5,5,6	27.00
6	Ondine	Milgram 81	S.A. Huey Long	Larchmont	5,6,6,DNF,5	29.00
City of San Francisco Perpetual						
1	Tomahawk	Frers 51	John Arens	Balboa	1,2,1,1	4.50
2	The Shadow	Soverel 55	Richard Rogers	Los Angeles	2,1,3,9	14.75
3	Brooke Ann	Nelson/Marek 49	Larry Harvey	San Diego	3,6,4,2	18.00
4	Checkmate	Peterson 55	Monte Livingston	Del Rey	4,5,7,3	19.00
5	Retaliation	Frers 51	David Chatham	Marin	6,8,2,6	22.00
6	Orlanda	Farr 58	Tom McLaughlin	Italiano	5,4,5,8	22.00
7	Jubilation	Frers 54	Jack James	Santa Barbara	7,7,9,4	27.00
8	Artemis	Peterson 50	Arthur/Lydia Emil	New York	9,9,6,7	31.00
9	Carat	Frers 50	Wictor Forss	KSSS	8,3,DSQ,5	32.00
10	Strider	Nelson/Marek 55	Sherry Wilson	St. Francis	10,10,8,10	38.00
11	Whistle Wing V	Peterson 55	Stanley/McConaghy	Tacoma	11,12,10,13	46.00
12	Swiftsure	Peterson 59	Sy Kleinman	St. Francis	DNF,11,11,11	49.00
13	Earl of Mar	Santa Cruz 50	Kirke Erskine	Monterey	12,13,12,15	52.00
14	Sangvind	Farr 50	Jerald Jensen	Metropolitan	13,14,13,12	52.00
15	Hawkeye	King 48	Don Herndon	Sausalito	14,15,14,14	57.00
Atlantic Perpetual						
1	Blade Runner	Reichel/Pugh 48	Basil Twist	St. Francis	2,1,1,1,2	6.25
2	Bravura	Frers 46	Irv Loube	St. Francis	1,3,4,2,1	10.50
3	Sidewinder	Reichel/Pugh 43	Randy Short	St. Francis	5,2,3,3,4	17.00
4	Shockwave	Frers 43	Neville Crichton	Royal Arkarana	4,5,2,4,3	18.00
5	Camouflage	Frers 45	Maurice Bretzfield	California	3,7,6,5,8	29.00
6	Bandido Bandido	Frers 43	P.B.V. Jolly	Royal Hong Kong	7,4,5,7,6	29.00
7	Pendragon	Davidson 45	John MacLaurin	California	6,8,7,6,5	32.00
8	Confrontation	Davidson 45	David Fladlein	San Francisco	8,6,11,8,7	40.00
9	Aleta	Peterson 46	Warren Hancock	Newport Harbor	10,9,8,10,10	47.00
10	Wolfpack II	Peterson 48	Leland Wolf	Coyote Pt.	9,11,9,9,11	49.00
11	Ghost	Peterson 46	Stiles/Marrior	St. Francis	11,10,10,DSQ,9	54.00
12	Victory	Dubois 43	Robert Butkus	Cabrillo Beach	DNF, DNS, DNS, DNS, DNS	70.00
12	Pegasus	Holland 46	Bob Rita	EHYC	DNF, DNS, DNS, DNS, DNS	70.00
Keefe-Kilborn Perpetual						
1	Clockwork	Nelson/Marek 41	Lee Otterson	San Francisco	1,7,1,1,6	15.25
2	Scarlett O'Hara	Peterson 43	Seymour/Kostecki	St. Francis	2,1,10,3,2	17.75
3	Chimo	Nelson/Marek 41	Chuck Winton	San Francisco	12,2,4,4,8	30.00
4	Scalawag	Holland 43	John Kilroy, Jr.	California	10,12,2,6,3	33.00
5	Wings	Serendipity 43	Roger Hall	St. Francis	5,9,14,2,5	35.00
6	Creole Lady	NOM 41	Francis Elder	Cypermort	7,5,16,5,1	37.75
7	Free Enterprise	Serendipity 41	Richard Ettinger	Newport Harbor	13,3,8,7,11	42.00
8	It's OK	Reichel/Pugh 41	Lewis Beery	Balboa	9,6,13,11,4	43.0
9	Geronimo	Peterson 43	Richard Compton	Santa Barbara	8,15,6,13,7	49.00
10	Glory	Peterson 42	John Buchan	Seattle	11,11,3,15,10	50.00
11	The Frumious Bandersnatch	Peterson 43	A.J.S. Burge	Royal Hong Kong	3,10,15,8,18	54.00
12	Revenge	Nelson/Marek 41	Wayne Willenberg	Long Beach	4,DSQ,5,14,12	55.00
13	Flying Machine	Peterson 41	Charles/Maro Walsh	Corinthian, Seattle	DSQ,14,9,9,9	61.00
14	Medicine Man	Peterson 42	Robert Lane	Long Beach	16,13,7,12,14	62.00
15	Insatiable	Nelson/Marek 41	Thomas Armstrong	California	14,8,12,16,13	63.00
16	Carissa	Peterson 43	Curt Lillibridge	Everett	15,4,18,10,18	65.00
17	Spectra	Peterson 43	Robert Spriggs	San Diego	6,PMS,11,18,14	69.00
18	Monique	Farr 42	Chris Gasparich	St. Francis	17,16,19,17,16	85.00
Richard Rheem Perpetual						
1	Bondi Tram	Frers 41	Denis O'Neil	Cruising YC. Aus.	1,1,2,1,1	5.00
2	Grey Fox	J/41	Trask/North/Hill	St. Francis	2,2,1,2,3	9.75
3	Damn Near	Kaufman 42	Bert Damner	San Francisco	3,10,9,3,2	29.00
4	Challenge	Peterson 41	William Rudolph	Seattle	5,3,3,DNF,2	30.00
5	Flasher	Frers 40	Laurie Timpson	Richmond	4,7,6,6,8	31.00
6	High Risk	Frers 40	Jim Mizell	St. Francis	7,4,4,5,DSQ	37.00
7	Rampage	Choate 40	Philip Friedman	Del Rey	9,8,7,7,7	39.00
8	Freefall	Farr 40	Ted Simpkins	Balboa	DNF,6,8,4,5	40.00
9	Leading Lady	Peterson 40	Klein/Reisch	Richmond	6,5,13,8,10	45.00
10	Mirage	Harlander 40	Les Harlander	St. Francis	8,9,14,11,9	51.00
11	Sweet Okole	Farr 36	Dean Treadway	Island	11,11,15,10,13	60.00
12	Defiance	Lidgard 40	Shirley/Gadow	Richmond	12,13,11,12,14	62.00
13	Salt Shaker	Peterson 39	Lee Tompkins	Oakland	DSQ,DSQ,5,DSQ,6	62.00
14	Tsunami	Castro 40	John Cains	Royal Hong Kong	10,14,10,DSQ,12	63.00
15	Libalia Too	Davidson 40	Art/Libbie Kamisugi	Waikiki	DNF, DNS, 12,9,11	66.00
16	Rowdy	Peterson 39	Charles Cheyney	San Diego	13,12,16,13,15	69.00

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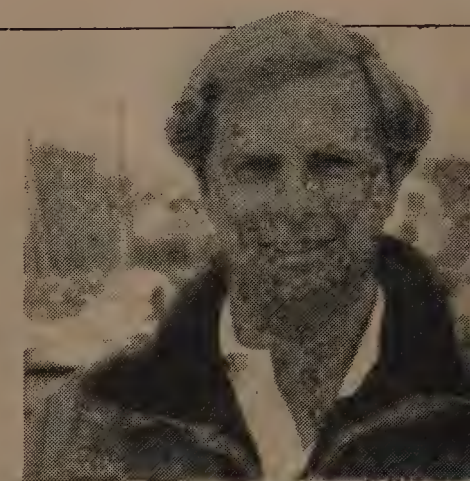
ALL PHOTOS BY



'Bondi Tram's Billy George.



'Tomahawk's John Arens.



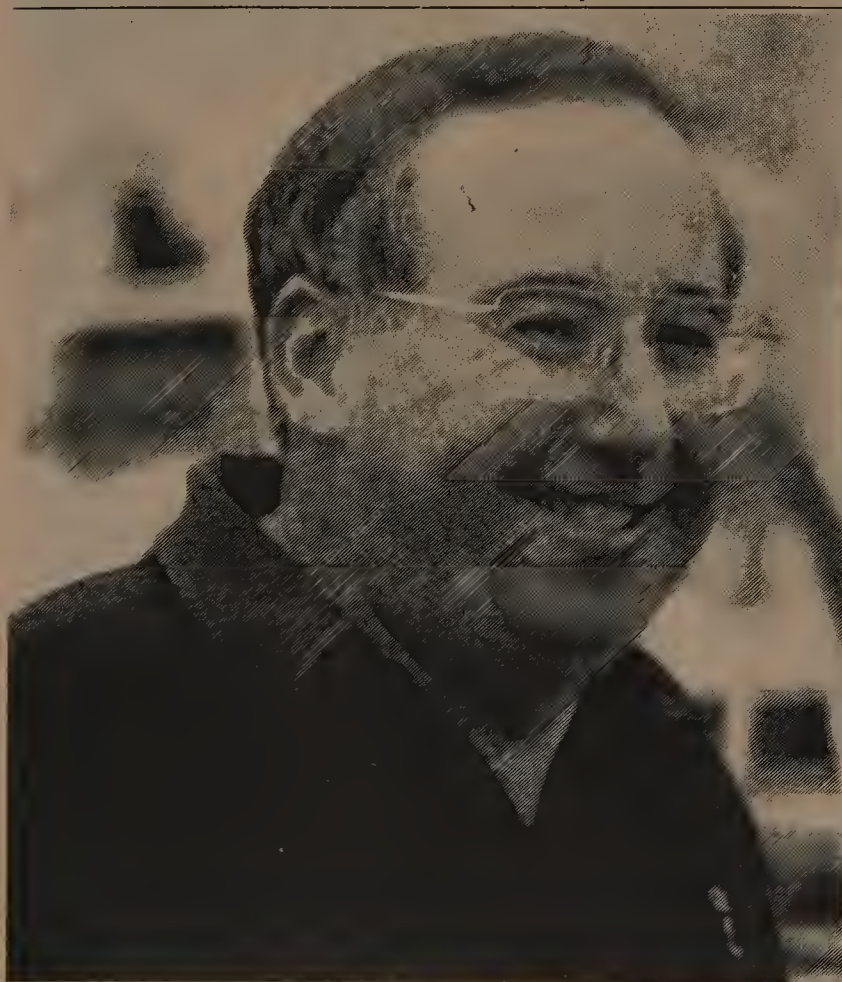
'Boomerang's Jeff Neuberth, left,



'The Shadow's' Richard Rogers.



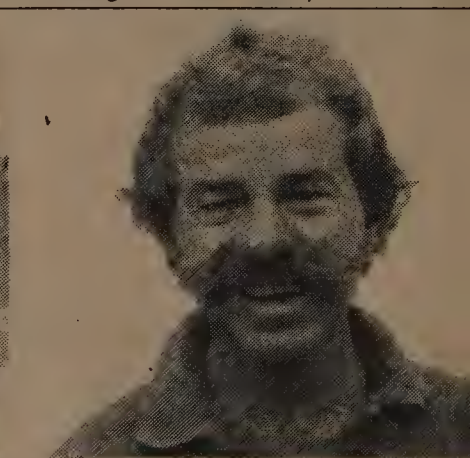
'Challenger's William Rudolph, left,



'Earl of Mar's Harvey Kilpatrick.



'Orlanda's Alex Pirera.



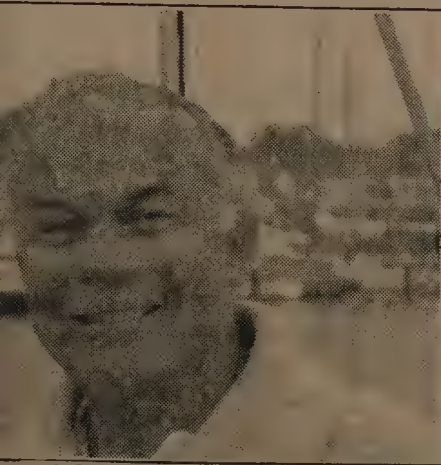
'Creole Lady's Frankie Elder.



'Skunky', left, had a few comments on his yacht's performance.

FACES IN THE CROWD

LATITUDE 38/SHIMON



and George Coumantaros.



'Clockwork's Ray Pingree, left, and Ray Otterson.



Is that really Michael Jackson?



and Jim DeWitt.



'Jubilation's Gary Jobson.



Think twice about asking thes guys for a jib change.



'Checkmate's Roz and Monte Livingston.



'Carissa's Leslie and Kurt Lillibridge.

"How did you do today?" I asked my dock neighbor as he spread his jib across the dock for folding.

I had just finished putting my boat away, and was on my way up to the yacht club for the usual post-race analysis and socializing.

"We had fun," he answered with marginal enthusiasm.

Now, "we had fun" is widely recognized as the code word for 'lousy' when used in response to the question I had just asked.

"That bad?" I said.

"It was a crap-shoot out there today," he complained. "Tides were completely unpredictable."

He launched into his story without hesitation: "We got a good start, and held starboard tack for the first ten minutes . . ."

My friend was a relatively inexperienced racer sailing in a very competitive fleet, and was prone to rather lengthy (and unnecessary) explanations of why and how he always ended up in the bottom half. I really wasn't interested in the blow-by-blow, but the jib spread across the dock blocked my escape.

"Then we tacked on a small header," he continued as he started to fold the sail, "and for a while we looked really good on the boats that had tacked earlier — there was a lot less wind under Angel Island. So then we . . . No!"

"Don't you know about the river of ebb that flows around Point Blunt?" I asked.

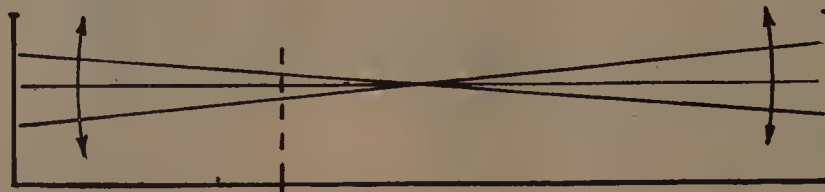
He interrupted himself to give his crew sail-folding instructions: "Just hold the clew where it is — the first fold goes in on my end only, so the luff tape ends up all on top of itself . . . Anyway," he continued, "the wind was lighter under Angel Island, and since the tide was right at the end of the ebb, beginning of the flood . . . More tension! This fold has to be diagonal!"

The crew still wasn't catching on, so I offered to help fold on the other end — which also had the desirable tactical effect of

getting me on the other side of the sail.

"So with the tide turning to flood," explained the owner as I showed his crew how to hold the leach while the initial luff flake

get early ebb or flood along the City Front. It's not back-eddy, and it's not the same kind of early tide change you get along the shallow edges of estuaries and sounds. Rich-



goes in, "I was sure we'd find the last of the ebb out in the middle of the Bay. But instead, the boats that went in close to Point Blunt found a good tide line or something, and really made out in there."

"Don't you know about the river of ebb that flows around Point Blunt, even after it's flooding everywhere else?" I asked.

"But it's much too early in the season for run-off," he said.

"And the big lift around Point Blunt?" I added. "It always pays to go in under Point Blunt, regardless of tide."

"But today there was a big hole in there!"

Idealizations of South Bay, above, and North Bay, below right, tidal flows.

ardson Bay also turns early. And once you understand these early tides, you're well on your way to figuring out the whole current pattern."

"But what causes this early change?" he asked.

"It's a combination of the shallow water in the South Bay and the turn-off from the north — and the run-off can be very significant, even in late summer."

Then I was surprised, if not startled, by a female voice coming from behind me.

"That's not exactly correct, Max."

It was the last voice I wanted to hear. Just when I thought I knew what I was talking about, just when I thought I was impressing my novice friend with my years of accumulated wisdom and experience, who should sneak up behind me but naval architecture student Lee Helm, ready to demonstrate how little I know about everything.

"Summer run-off only amounts to a few percent of tidal flow," she pointed out, "and most of the North Bay is just as shallow as the South Bay. In fact, the frictional effects on the South Bay tidal flow are much less dominant compared to inertial forces, which is why the water in the South Bay behaves more like a standing wave, while the North Bay tides flow in a progressive wave."

She paused as if we were supposed to understand completely.

"I'd like you to meet Lee Helm," I said.

"Pleased to meet you," said my friend, "but, could you possibly explain that again?"

"Oh, for sure. But it's much better if I can do some sketches."

The tide is what did it — and what I can't figure out is why there should still be ebb in there so close to shore after slack water. Tidal currents are supposed to reverse first along the shoreline."

"Remember that 'slack water' is slack at the Gate," I explained patiently while I continued to help fold the sail. "If you study the tide book carefully, especially the 'Table of Current Differences', you'll see that the entire South Bay turns earlier than the North Bay. So when it's slack at the Gate, it's flooding into the South Bay but still ebbing out of the north. This also explains why we

"Okay, as soon as we're done with this sail." We slid the sail into its bag, and tossed it aboard while the crew was pulling the next sail onto the dock for folding.

"Why don't you come aboard and sit in the cockpit. I'll find some scratch paper," said the owner as he jumped aboard and disappeared below.

We climbed into the cockpit, and a moment later he was back with some old course sheets on a clipboard.

"Here, use the back of these," he said as he handed them to Lee with a pencil.

"As I was saying," Lee began, "the South Bay behaves like a standing wave, while the North Bay is more like a progressive wave."

"Which means what?" asked the owner. (I was glad there was someone around to ask the stupid questions for a change.)

"Well, imagine the South Bay as one end of a giant bathtub," Lee said as she started to sketch a shallow tank half full of water.

"If the water just sloshes from one end of the tub to the other, that's one form of a standing wave. You can actually do this next time you're in the bathtub — you'll find that the water likes to slosh at one frequency much more than at any other frequency. This is called the 'natural' frequency, and it only takes, like, a very small input force to keep the water sloshing at this frequency."

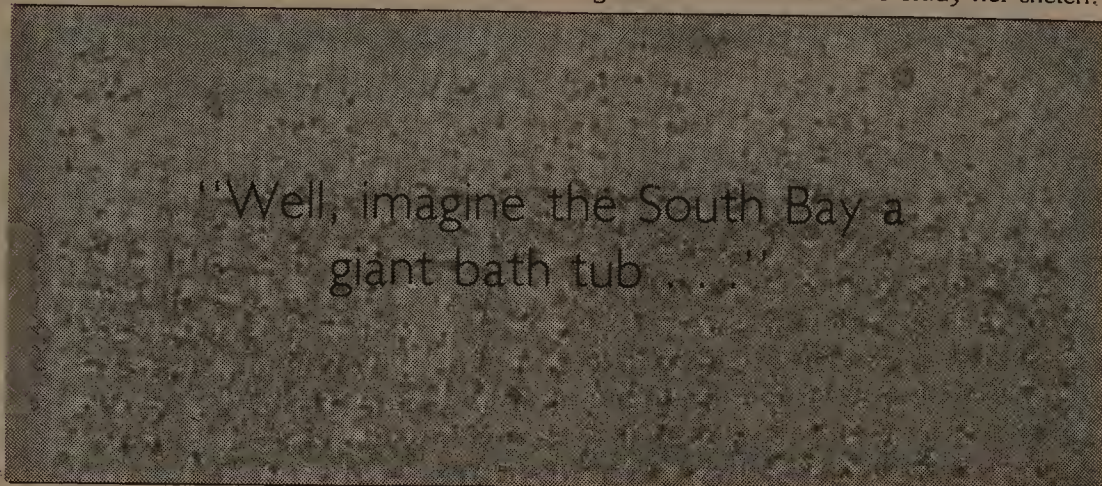
She drew lines to indicate the tub's waterlines as the water sloshes from end to end.

South Bay are higher than up here."

"That's right. I mean, high water at Alviso averages 3.3 feet higher than at the Gate!"

"So what about currents?" I asked.

"Well, you can see that current will be slack at high water and slack at low water. Maximum flood and ebb will be at mid-tide range."



"Okay," I said, "that's clear enough. What happens in the North Bay?"

My friend was distracted by what his crew were doing with his sail on the dock.

"No, that sail gets rolled," he instructed. Fold it in half first, so the head is on top of the tack. Then roll it up, starting from the fold."

He explained to us that this folding scheme would allow the sail's tack and head

"The strongest flood would be when the ocean water is high, and the strongest ebb would be when the ocean water is low."

"That's right, and because of the length of the North Bay and Delta system and all the frictional losses, 'waves' of flood or ebb progress upstream with gradually diminishing force. They never reflect back down. High water at Antioch, for example, is about four hours later than high water at the Gate." She gave us a few seconds to study her sketch.

"Now imagine the two systems running together. If you start at low water in the ocean, the North Bay is running out at maximum strength, but the South Bay is slack. When the ocean tide is half way up, the North Bay is slack but the South Bay water is sloshing south, at maximum flood. At high water, the South Bay reaches its peak and is at high water slack, but the North Bay is still flooding. Then when the ocean tide is half-way down again, the South Bay is at maximum ebb but the North Bay is at slack after a flood."

"So the South Bay currents are always one step ahead of the North Bay," I concluded.

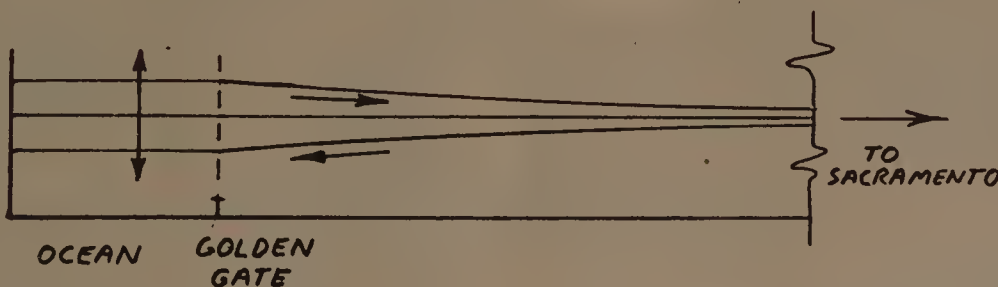
"That does explain a lot of things that happen on the Bay," commented my friend.

"Like why there's early flood on the City Front, and late ebb at Point Blunt," I said. "But what about Yellow Bluff? Shouldn't there also be late tide changes there, by your theory? My experience is that the tide changes very early along the shore up at Mark 15."

"That's because Richardson Bay is also behaving more like a standing wave," explained Lee.

"Like a miniature South Bay?" I suggested.

"Hey, you racers shouldn't make such a big mess in the middle of the dock!" It was another dock neighbor of ours, also blocked in by the sail folding, trying to get through



"Now, imagine about one-third of a bath tub. The open end is the ocean, and the closed end is, say, Palo Alto. The ocean water rising up and down is the input force, and the whole South Bay responds by sloshing up at high water and sloshing back down at low water."

"That sounds believable so far," said my friend. "I know that the tide heights in the

to be hooked up without having to unroll it first. It could unroll on the foredeck, from the middle out, as it was hoisted.

"The North Bay," said Lee, "is like a very long, shallow trench, open to the sea at one end." She started to draw the next diagram. "When the water in the ocean rises, water flows in. When the water level in the ocean drops, water runs out. So when do you think the current would be strongest?"

My friend was thinking faster than I was.

with a dock cart full of gear. He owned a large sloop that had once been a state-of-the-art racing machine, but now he was a confirmed non-racer.

"Don't worry about him," my friend said to his crew. "He's a cruiser. He's got plenty of time to wait!"

"Hey, I hear you're doing TransPac next summer," teased Lee.

"That'll be the day," he snapped back.

"Why not? They have a special time allowance now for boats with three-bladed propellers!"

The jib was slid into its sausage bag, and our cruiser friend was able to roll by. But he had stopped long enough to notice Lee's sketches.

"What kind of crazy scheme are you cooking up this time?" he asked.

"Nothing much," I said. "Lee's just giving us a fluid dynamics lessons so we can understand the Bay tides."

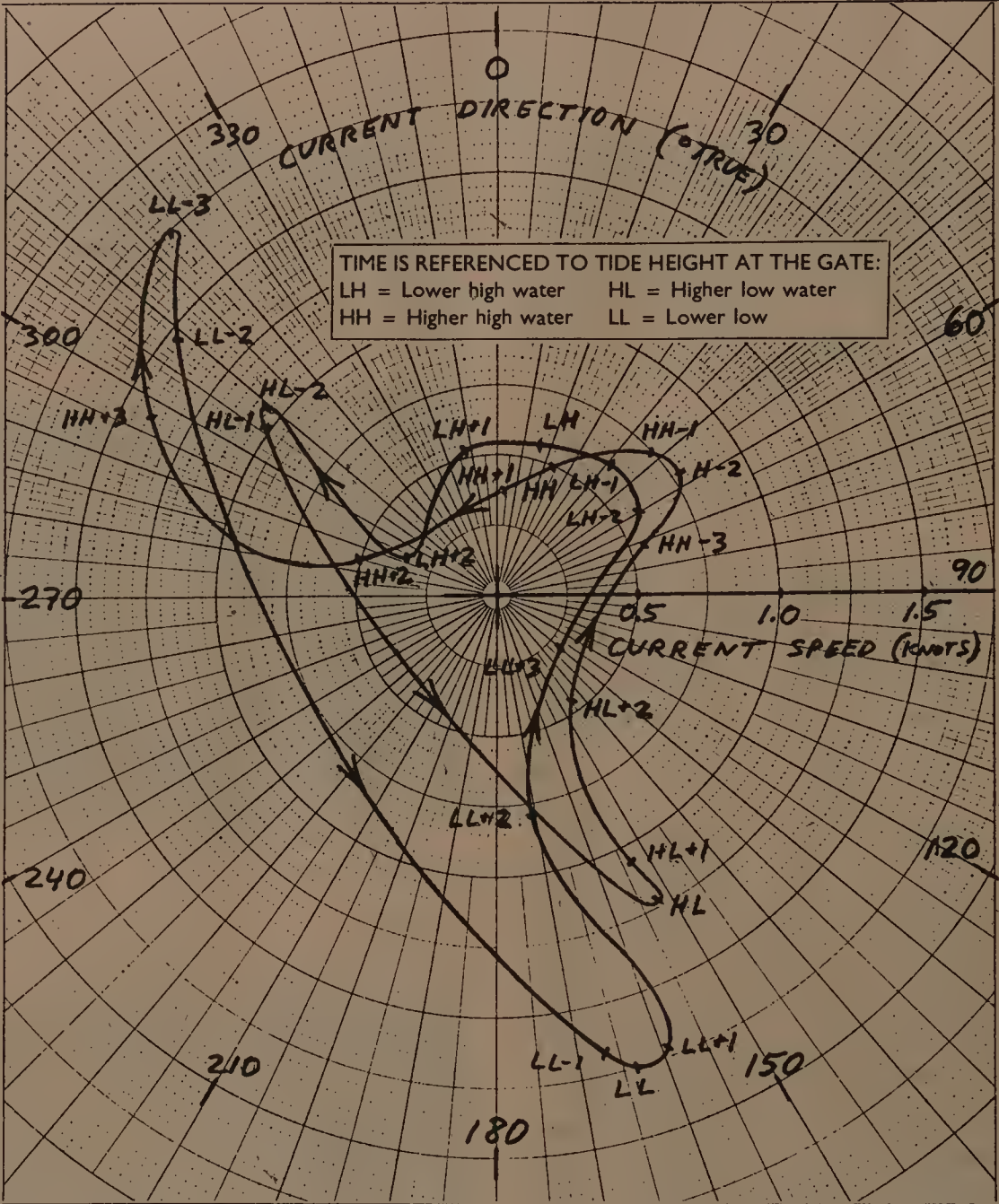
"That's no problem," scoffed the reformed racer. "Everyone knows that you take the Cone of Alcatraz before max flood, and go straight to the city after max flood!"

"That's a surprisingly accurate rule of thumb for beating from Blossom Rock up to Crissy," confirmed Lee. "The interesting questions are how far up the face of or in front of Alcatraz you want to go before splitting across, and exactly how long after max flood is Alcatraz still going to pay off."

"I take Alcatraz up to about a half hour after max flood," I said, "and I don't tack across until I can lay the Fort Mason piers."

"Some people like to check the time of high water as an indication of when early ebb starts along the city," said Lee. "I mean, theoretically, this makes a lot of sense. And some people put a lot of importance on the relative strength between the two tides, so they know how strong the early ebb will be. As for going until you can fetch Fort Mason, I think what's happening is this: In the early part of a flood, there's no relief at all on the City Front. Remember, that's where it started to flood first. The exception is at the mouth of the city marina, where there's a large indentation in the shoreline that causes a back-eddy. If you can fetch Fort Mason, then you'll be in there. Later on in the flood, when some early ebb starts to develop, it's okay to hit the city further downwind."

"This 'cone' business always confused me a little," said the novice racer. "It just seems that considering the shape of Alcatraz, that there shouldn't be so much relief from the



flood over there." Polar plot of tidal current at 37 50.7'Nx122 24.2'W (north northeast of Alcatraz).

"Think about which way the early flood water is moving in that part of the Bay," said Lee. "With the North Bay still ebbing and the South Bay starting to flood, there's like a whole lot of north to south current in the area just east of Alcatraz. It's easy to see why the south side of Alcatraz offers some relief."

Then she took a folded piece of paper out of her pocket and opened it up over her diagrams.

"This is a polar plot of tidal currents measured by the U.S. Coast and Geodetic Survey at a point about 0.4 miles southwest of mark number 8. It shows the north-south currents very clearly."

I picked up the piece of paper and tried to make some sense out of the curving lines and arrows.

"You can keep that, Max," Lee said. "It's a copy I made for today's race."

"Can you also explain what the currents do on the Olympic Circle?" asked my friend, obviously thinking ahead to the upcoming winter races.

"Not always," admitted Lee. "Except that a strong ebb from the South Bay will show up as a south-to-north flowing current along the East Bay shoreline, deflected west by Brooks Island and the long breakwater. It reverses to flood at about the same time the South Bay starts to flood, but the flood current never seems to be as strong."

"Can't the run-off from winter storms and snow-melt wipe out the flood completely?"

"Not really," answered Lee. "Even a heavy run-off is only a small fraction of the average tidal flood current."

"I don't know, Lee," I said. —"I can re-

CONSIDERS THE TIDE

member at least a few times last winter when the west half of Raccoon Strait was ebbing right through the flood."

"That's not impossible — you know, the run-off is fresh water, and it can float over the denser incoming ocean water. You see a lot of that going on around Point Blunt in the winter, and sometimes the fresh water on the surface almost reaches the Gate in the middle of a flood!"

"The City Front does some funny things as well," I added. "I've seen the current reserve four times in six hours."

"That's because a very strong ebb will cause back-eddying along the city."

"It sure makes those Midwinter Races exciting, doesn't it?" said one of the crew.

"Last time I sailed one of those races," recalled the cruiser, "we ended up anchored at Point Bonita!"

"Tell me, Lee," I asked. "You you know of any way of predicting the run-off flow into the Bay?"

"**F**or sure — it's very predictable if you

"The run-off is fresh water, and it can float over the denser incoming ocean water."

have the right data — rainfall, reservoir releases, wind stress. In fact, I have a friend studying hydrology who has access to the computer used by the Flood Management Division of the California Department of Water Resources. They make daily predictions of tide heights as far down as the lower Delta, which can be compared with the astronomical predictions in the tide books to evaluate the run-off effect."

"Should give you quite an edge this winter."

"Well, I don't know about that. But you know, there is a possibility that they'll extend the tide forecast service down to the Bay. I could see the YRA picking up this data to make it available to all the racers through their computers. After all, it's only a matter of time before they switch to electronic mail anyway."

"No thanks!" said the cruiser. "I consider myself lucky to have gotten out of racing before you had to have plastic sails. Now you have to have a computer. I'll see you at the club."

He wheeled off with his dock cart.

"I've got to get moving also," I said, as I stepped back onto the dock. "my crew is already up there."

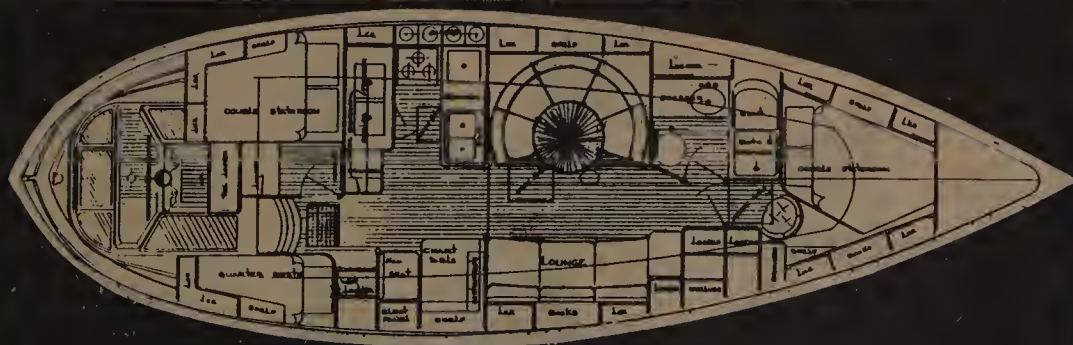
"Okay, Max. See you in a few minutes."

I hadn't walked more than 50 yards down the dock when I encountered the next delay.

"Hi, Max," said another racer I know. He was standing on his foredeck coiling sheets with the rest of his crew. "How did your race go today?"

"We had fun," I said.

— max ebb



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SAILING IN

It was a tough job, but somebody had to do it. I mean, when there are boats to be sailed and races to be won, even if they're held on the island of Sardinia in the sunny Mediterranean, you do what you have to do. Never mind that the Italian women



Bobbo Larson enjoys the Med sun.

prefer to sunbathe topless and that the waiters at the Costa Smeralda Yacht Club in Porto Cervo wear tuxedos and serve the best carpaccio appetizer of thinly sliced beef that you've ever tasted. Those are just some of the things that you had to put up with to sail in the 1984 Swan World Cup. For the sizeable Bay Area contingent that made the sacrifice to take part in the event from August 28 to 31, these minor drawbacks were worth overcoming. The hassles you have to put up with to go sailing sometimes!

Actually, the San Francisco and Santa Cruz sailors who flew in to sail on some of the 70 participating Swans had a great time. Led by Alameda sailmakers Steve Taft and Greg Dorland, the locals devoted most of their efforts to the Swan 651 *Trinity*, owned by Belvedere's Tom Wilson and the Swan 46 *Midnight Rambler*. Swan boats, made in Finland, are known worldwide for their elegance in construction. Dorland, who skippered *Midnight Rambler*, says his yacht even had hot and cold water outlets on deck for cleaning and showers!



The 12 Meter hoist at the Aga Khan's Costa Smeralda YC. All eight can be hoisted for dry sailing, as can be seen on the left. 'Allegiance', to the right, was in town for the IOR Sardinia Cup, held following the Swan Cup.

Taft, sailing on *Trinity*, made some other observations about the event: "The Swan Cup is a four race series that is really more like a rally than a race. The boats range from 37 to 65 feet and the level of competition varies from semi-serious sailors with mylar/kevlar sails to the more casual with roller furling jibs and small poodles on the foredeck.

"The courses are run around some of the small islands that dot the coastline, so there is often little windward work. The rules stipulate that only one spinnaker may be used during a race, and several boats had their hands full with just that.



Santa Cruz's Scott Pine, owner of the Olson 40 'Notorious' lives up to his boat's name on the beach at Porto Cervo.



"The weather in Sardinia is quite changeable, with anything from no breeze to the roaring Mistral that come down from the north. Fortunately for the Swans the breezes

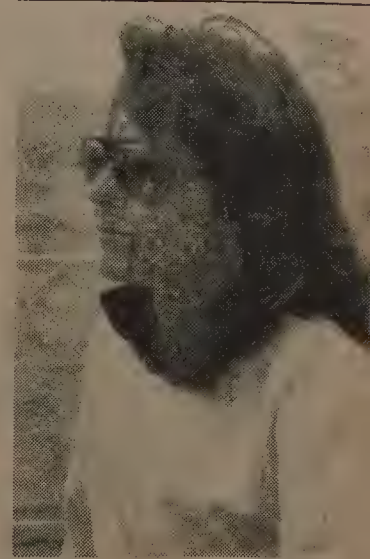
were moderate and the biggest problem was getting the boats around the course and back in time for the evening parties."

Nautor, builders

of the Swans, and the Costa Smeralda YC, part of the Aga Khan's blossoming development complex at Porto Cervo, hosted the event. Details such as berthing for the huge fleet, race instructions in several languages and free beer for each boat were efficiently handled. Further down the harbor preparations were under way for the Grand Prix-level Sardinia Cup series, the 5.5 Meter World Championships and the 12 Meter World Championships. The latter was serviced by an "eight seater," a large, modern hoist capable of lifting eight 60-ft 12 Meters at the same time. It's easy to see why Sardinia is becoming the center of championship yachting in all of

Europe!

With the relaxed atmosphere and no crew limit, enlisting sailors was no problem. *Trinity* sailed with up to 28 onboard, among them Steve Taft's wife Lyle, Bob Malloy, Court DePister and Rolfe and Julie Croker, Bruce Hayes, Bill Allen, Ted Doherty, John Dreyfous, Tony Guzzardo, Peter Sweeney, Todd McKelvy and Bud Southerland. Helping out on Greg Dorland's boat were



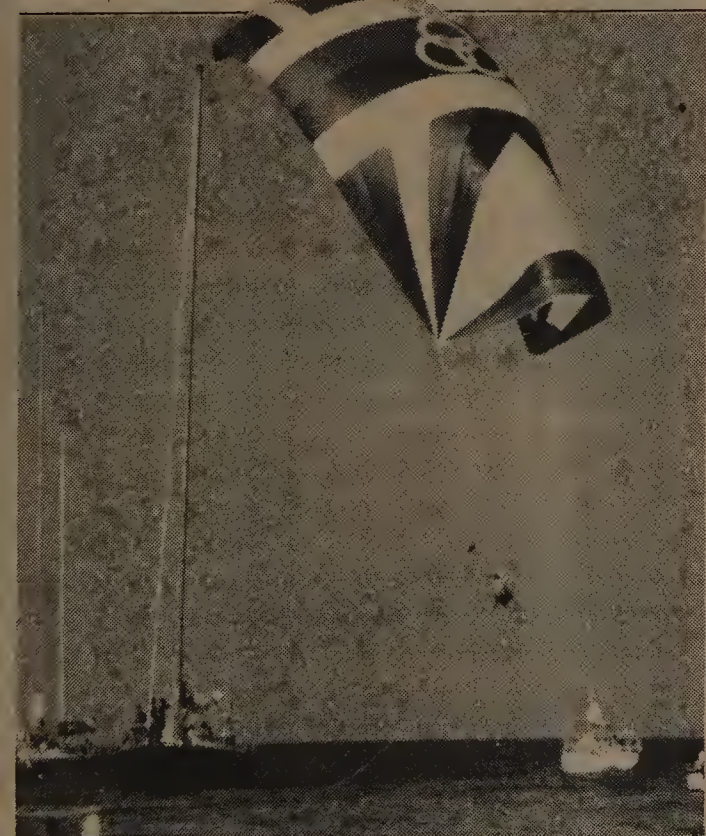
Peggy Patrick, one of the Bay Area sailors to take part in the Sardinia junket.

Below, you gotta eat. Geoff Fraser samples the local cuisine. The title on his cap reads: Zoo Keeper. Below left, if all else fails, go spinnaker flying.



his wife Janice, Dave Steed, Bobbo and Janye Larson, Geoff Fraser, Scott Pine, Peggy Patrick, Matt

Lettunick and Dan Broadhurst. And just to show that crewing on a Swan can be a great equalizer, it



SAILING IN SARDINIA



Life can be a bitch sometimes, can't it?

should be noted that pop star Simon LeBon of the musical group Duran Duran was hauling sheets on an English Swan 651 called *Yellow Drama IV*.

Co-sponsor Rolex Watches awarded a gold timepiece to the winning boat, with second and third getting less expensive models. Also honored was the "Best Dressed Swan," which turned out to be Tom Wilson's *Trinity*. Skipper Taft delicately points out that this honor should not be confused with any similar appellations that could be found along San Francisco's Polk or Castro Streets.

Au contraire, the atmosphere in Sardinia was definitely perfumed with the scent of mixing

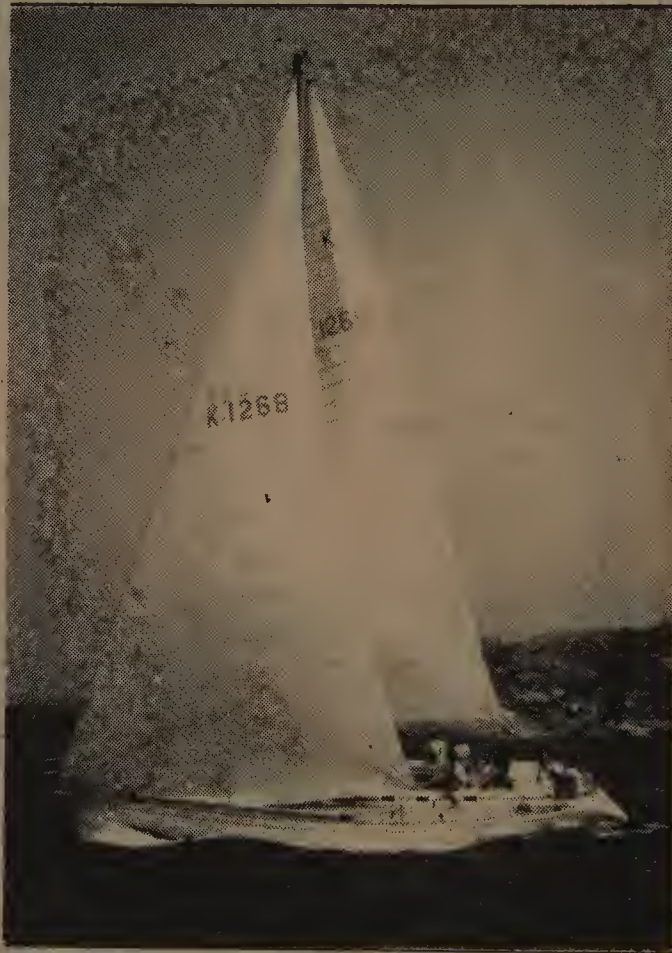
sexes. As Taft further notes: "When the weather is too nice to go sailing, which it often is, many people take to the spectacular beaches nearby. The Italians tend to abandon their parochial attitudes along with their clothes at times like these, and the unveilings caused problems only for some old salts such as our navigator Rolfe Croker. He seemed to pay more attention to the bottoms above deck than those below the waterline!"

But not all the social intercourse worked out as well as intended. Take, for example, the party at the Porto Cervo Tennis Club. Upon arriving with his sailing mates, skipper Greg Dorland found himself being ushered to a lavish spread at the

poolside while his crew were herded off to a less spectacular balcony above. It seems the food fights which broke out during the 1982 Swan Cup displeased the Aga Khan, hence the separation of owners/skippers and their underlings.

After the food

had been consumed, the crews were allowed access to the pool area and the mood quickly shifted to one of near bedlam. Sensing things might get out of hand, Greg and his group began to exit. A huge 12 Meter crewmember spied petite Peggy Patrick, however, and showed his interest by giving her a friendly shove into the pool, purse and



The Irish Swan 'Crackerjack IX', which was the overall winner for the Swan Cup.

ALL PHOTOS BY
GREG AND JANICE DORLAND

all. She was not impressed, to say the least. Love does run a cruel course.

But those are the kinds of things you have to put up with when international sailboat racing beckons. It's tough out there, so be careful!

— latitude 38

— SVC



'Midnight Rambler' skipper, Greg Dorland.



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MEXICAN ITINERARY

We've saved the best for last. In this third and final segment of the Mexican Itinerary, our fast-paced guide for sailors about to cruise Mexico, we'll be covering the waters from La Paz to 175 miles north, a terrific place to explore.

By way of review, part one of the series got us down to Cabo San Lucas from the States and briefly up to La Paz for a Christmas dinner on the beach. Installment two found us on our way to mainland Mexico at the start of the new year, and going as far south as Manzanillo (or even Zihuatanejo) before returning to the Baja Peninsula on the first of March. After this month's part three in the heart of the Gulf cruising country, the Mexico fleet will split up, some heading to the South Pacific, a few to Costa Rica and Panama, and most returning home to the States.

The biggest change you'll notice in La Paz from your brief visit in late December is the number of boats in port. Where there might have been only 15 or 20 during your last

ALL PHOTOS BY LATITUDE 38/RICHARD

visit, there will probably be as many as 125 in early March. Although this city of 100,000 is not the loveliest in Mexico, it is the most popular with cruisers. This is understandable, as the living is easy.

For example, there are plenty of good restaurants, and with the dollar bringing as many as 200 pesos — almost ten times what it did only five years ago — it's not expensive. Booze is cheap, too, and there's plenty of ice in town if you don't have refrigeration. This is a deadly combination, and if you stay very long you'll soon hear every cruising tale in the port. And friends? Since everyone's in the same boat, so to speak, people tend to share the same problems, concerns, and often bottles of rum. Thus the anchorage is full of potential friends, not counting the folks you already know from up in the States or other stops in Mexico.

La Paz is a good town for parts and to



have repairs done. These can either come from the stores and talent in town or from the well-stocked and immensely talented members of the cruising fleet. If you need something exotic that can only come from the States, the local radio net can usually find somebody heading down from the States that's willing to play courier.

Given the fact that life is easy and there are several delightful isolated anchorages just an hour or so away, who would ever want to leave? Indeed, that's the problem, many don't. As was the case with Cabo San Lucas, we're going to admonish you not to get stuck in town.

One of the best ways to insure you'll keep moving is to have a friend or two fly down from the States on the promise you'll take them cruising up to Loreto. Flights arrive in

La Paz from Los Angeles twice a day and leave Loreto six days a week. With reservations already made, you'll have to move on. Believe us, your friends will be thankful for the respite from a Northern California spring, and you'll be happy their arrival forced you out of La Paz after four or five days.

The first place to take your friends is the El Candelero anchorage on Espiritu Santo, about 22 miles to the north. As most cruising guides to the area indicate, there's a fresh water well a short walk from the anchorage. In arid Baja you're no longer seeking relief from mainland Mexico humidity, but it's still plenty hot and few sensations are as welcome as that first refreshing bucket of fresh water splashing over your head!

The islands of Espiritu Santo and Partida

On shore at Loreto, looking north toward Islas Coronados.

— separated by an estuary so narrow and shallow you can almost walk across it — are a combined total of about 12 miles by 6 miles. Although relatively small, there are countless good anchorages and interesting places to explore and hike. You'll be coming back here for Sea of Cortez Race Week in less than a month, but your guests will have to return next year because in the morning you'll be setting out for Isla San Francisco some 20 miles to the north.

A weird little island, San Francisco happens to be our current favorite. Just more than a mile long and half a mile wide, it features a 700-foot pile of craggy rocks at the north end, a dry salt pond in the center, and a lovely long grainy beach facing the excellent anchorage on the south end. Talk about variety, this little island excels!

We vividly remember one serene afternoon spent on the beach here. With five or six cruising boats anchored in the dis-



MEXICAN ITINERARY

tance, we lay on the shore and watched a large dorado work up and down the shallows chasing bait fish. In between his transits we'd sift the sand picking out puka shells for a necklace we'd never make. This place is a tranquilizer.

Francisco you've got a sight you'll remember for many years. Unlike the other island and anchorages you've visited since La Paz,

Marte is your choice. A very good anchorage in northwesterly weather, you can dinghy to the very gradually sloping beach



If you awake to a calm morning at Isla San Francisco — and there's a decent chance of this in the spring — you'll want to putt the three miles or so up to Bahia Amortajada on Isla San Jose. This is a lee shore in the prevailing weather, but when it's calm you can anchor and explore the mangroves and the lagoon. Since you won't want to spend the night exposed here, it's fortunate that San Evaristo, one of the area's best anchorages, is just seven or eight miles away on the Baja peninsula.

Enclosed for almost 270 degrees, Evaristo provides excellent protection in almost all weather conditions. With the steep backdrop of the Sierra Gigantica in the background and the morning sun rising over Isla San

Dusk at an unnamed anchorage of Espiritu Santo.

Evaristo actually has a few permanent residents. They are friendly and usually you can buy fresh fish from a panga fisherman on the beach.

Although there are a number of other interesting anchorages in the region, you've got a lot of ground to cover, so we're going to make the 40 or so mile hop up to either Bahia San Marte, which is just south of Punta San Marcial, or Agua Verde, just around the point.

If it's isolation you prefer, Bahia San

and then walk along the cactus-studded mesa above. Looking back down the Canal de San Jose you're afforded another of Baja's inspiring vistas. Very obvious from this vantage point are the reefs around the entrance, reefs that support large fish populations and chew up boats on careless courses.

Around the point and also surrounded by reefs and detached rocks, Agua Verde has been a longtime favorite of Sea of Cortez sailors. It's not uncommon to find boats hanging out here for a week at a time. Almost a mile across, there are four or five distinct different areas to anchor here. During our first cruise in Baja our hosts jumped overboard here and scratched the bottom sands wherever they saw air holes from

clams. It wasn't but a few minutes before they returned to ship, their underwear bulging with clams that would be the highlight of

boats congregate at the southern end near the docks — yes, there are berths you can rent at Puerto Escondido. There's a new

the most convenient anchorage to the old town of Loreto, some 14 miles to the north. With several 'supermarkets', Loreto is the provisioning center for cruisers in this part of the Gulf. For years a sleepy little town, Loreto is being transformed into a modern



our dinner chowder.

From Agua Verde it's only about 22 miles to Puerto Escondido, which has about 50 times as many surrounding small islands and detached rocks as it does navigation lights — so don't make an approach from the south at night. In fact with anchorages in this part of Baja so close together there is really no excuse for a night entrance.

Puerto Escondido is many different things to different people. Enclosed for a radius of about 355 degrees, this spacious bay is a superb anchorage in winter and the most popular hurricane anchorage during the summer. Over a mile long and nearly half a mile wide, there's room for everyone as well as space to get away to yourself. Generally

restaurant that fronts the docks, and across the road from the restaurant is an outpost of Mexican Marines. Just up the road is a trailer park so favored by gringos that often the overflow ends up parked around the restaurant. Trailer boats — mostly power but some sail — are launched here at Escondido.

The entrance to Puerto Escondido is via a relatively narrow 7-foot deep channel that has noteworthy current at low water. We're not aware of any boats that have gotten in serious trouble here, but some folks to prefer to anchor just outside Escondido at a roomy spot known as the "Waiting Room".

Part of Escondido's popularity is that it's

tourist center. To help promote it, *Fonatur* recently brought in John McEnroe, Ivan Lendl and other top tennis players for a tournament. We're not sure Loreto is cosmopolitan enough for John and Ivan's styles, and wonder if they'll ever come back. While Loreto's not the Big Apple — and thank god for that — it has some very decent accommodations and good places to eat.

Loreto also has the airport with six day a week service from Los Angeles, meaning you can drop off one set of visitors from the States and pick-up another. After a day or two of restaurant chow, you and your new guests can zip over to Honeymoon Cove on Isla Danzante. It's one of the easier voyages in an area of easy voyages, just three miles.

MEXICAN ITINERARY PART III

Once at the anchorage, it's just about a 100-yard hike to the northern tip of the island which provides yet another stunning vista, this one featuring the Sierra Gigantica, Loreto and the rising plain, Isla Coronados at the head of the channel, Isla Carmen — and often four or five whales blowing in the foreground. You'll enjoy this spot.

From Danzante it's about 14 miles to Puerto Ballandra on Isla Carmen. A well-protected anchorage, it's nonetheless mosquito ridden, so if you're running a little behind schedule you may want to pass this one up and continue on to Isla Coronados. A handsome triangle rising from the head of the Loreto Channel, the island provides a great lee shore in the prevailing northerwest-erlies. Every cruising boat in Baja could drop anchor here at once and there would still be room for everyone; but usually there's nobody here. The island looks like a great place to stretch your legs for a hike toward the peak.

(At this point you've sailed past the waterfront town of Loreto. Few boats anchor here and those that do usually don't stay for more than a few hours. It's an open roadstead and

the water is not very deep; consequently when the winds come up quickly it gets very uncomfortable and boats are prone to dragging.)

Twelve miles further north from the Coronados is Punta Mangles, an undistinguished looking but nonetheless very satisfactory old whaler anchorage. Instead of stopping here you'll want to press on just six miles further to San Juanico, a prehistoric-looking stop that's long been a favorite with Baja cruisers.

In recent years sailors have built a wind-break of stone on the northern shore, with many crew's painting the name of their boat on the rocks of the structure. Similar in size to Puerto Escondido, there is room at Juanico for quite a few boats at the several different anchorages within the big cove. With beaches more than a mile long and groups of detached rocks, San Juanico is great for long strolls and exploring by dinghy and diving.

Hiking around and exploring, two of the big pleasures of cruising Baja.





MEXICAN ITINERARY



There are many additional anchorages further up the Gulf, but San Juanico is the northernmost extent of our Mexican Itinerary. If you're way ahead of schedule, you might want to continue on, the big attractions being Conception Bay and Mulege. The good beaches of Conception Bay are wall to wall with gringo motorhomes and there's many more little powerboats here than you've seen for hundreds of miles. It may not be your cup of tea.

Mulege, 55 miles north of San Juanico, has a river running through the town and is a bit of a tropical oasis in dry Baja. While there are a couple of famous fishing resorts here, the town of Mulege is not really geared to tourists. We'd recommend this stop over Conception Bay. The problem with Mulege is that like Loreto, it's an open roadstead. Only trimarans and shoal draft boats can make it over the bar and into the river. Boats do anchor off Mulege, but they do have to be prepared for a lumpy stay or to pull out on short notice.

So our suggestion is that you rest up and

have a good three or four days in San Juanico, enjoying the scenery, the companionship of folks on other boats, and the isolation — San Juanico is a long way from anywhere. The rest and relaxation will do you good since we've got a bit of an adventure — your first real one since coming back across the Gulf — planned for the trip back down toward La Paz.

The idea, depending on the amount of wind and the waterline of your boat, is to leave San Juanico between 8 p.m. and midnight and head southeast in the direction of Isla Catalina, Isla Santa Cruz, Isla San Diego, and Isla Las Animas, which are approximately 52, 76, 82 and 94 miles distant. If we can assume about five knots, you should be arriving at Catalina around dawn or a little after. If it's calm — and there's a reasonable chance it will be — you can try and find an anchorage to explore this only occasionally visited island. If you can't find a satisfactory anchorage — and we've never seen any advertised — you might leave one person on the boat offshore and do a little exploring by dinghy. There's nothing wrong with a little Captain Cook-ing, is there?

In the event you arrive at Catalina at dawn with the wind already blowing pretty good, you might want to just haul out the old chute and have a sleigh ride down toward Santa Cruz, San Diego, and Las Animas, in the hope that the wind will die by the time you arrive and thus allow you to explore these.

If however you arrive at Catalina and you can tell it's going to blow hard all day, you have a couple of other alternatives. One is to sail over to Agua Verde, just ten miles away and anchor for the night. This way you can see if the weather doesn't improve for an exploration of the offshore islands the following day. Or if you've got a fast boat, you can spend the next day screaming on down to San Evaristo, enjoying the simple pleasure of a brisk sail down the San Jose Channel. If you do continue on to Evaristo, you'll be past the offshore islands and will probably just harbor hop down to Isla San Francisco Partida, and thence to La Paz. Either alternative is a real pleasure.

What are the offshore islands of Catalina, Santa Cruz, San Diego, and Las Animas



Cruisers from all up and down the west coast walking ashore for the start of the first Sea of Cortez Race Week.

like? Darned if we know, which is why we're itching to give them a go this year even if it means risking an inconvenience of having to bob around offshore all night. None of the Baja guides we have — and we've got about ten — has much to say about these islands except that none of them has a really good anchorage. They are, however, supposed to be thriving with sea life, especially Las Animas. If any of our readers have detailed information on these islands, please drop us a line.

If you do decide to check these islands out, be aware that they aren't particularly well charted. San Diego and Las Animas have extensive offshore reefs and all of them may have uncharted offshore rocks. So be on your toes!

Naturally if harbor hopping has been giving you all the adventure you need, you can skip the offshore bit and simply retrace your steps from San Juanico back to La Paz. It's fun to pass back through the old familiar places. Just be sure that you arrive back in

La Paz by about March 28 so you'll have plenty of time to reprovision for Sea of Cortez Race Week.

Race Week begins at the NAO Yachts Marina behind the Gran Baja Hotel in La Paz on March 30 with the crowing of the Queen and other opening ceremonies. On March 31 there will be a Feeder Race to Isla Partida for all those boats wishing to race; otherwise you can just mosey on up with everyone else. The many Race Week activities will continue on until the closing ceremonies on the 7th. We'll have more details on Race Week in future issues. Please attend if you can, it's absolutely free and was a magical event last year.

Upon the close of Race Week you'll want to hot-foot it back to La Paz and start seriously plans for your next destination — particularly if it's across the Pacific, down to Panama, or back up to the States. Traditionally tropical storms and hurricanes become a serious danger in June, and every third year or so you get a cyclonic problem in the last ten days of May. So we suggest you

quickly reprovision in La Paz, which is about the best place, and then get down to Cabo by the 15th of the month, rest up for a day or two, then make the big hop. You should have no problems with hurricanes if you follow such a schedule.

The only exception to this would be for boats spending the summer in La Paz or Puerto Escondido. You lucky buggers get a month or so more time of frolicking around in some of the best cruising waters of Mexico.

We don't expect anyone to follow our itinerary to the letter — not even ourselves — but we think it's a reasonable guide for cruisers who like to keep moving. For those who have less time to spend in Mexico or get a late start, we simply encourage you to get as far south as Manzanillo and as far north as San Juanico. If you cover that ground you will not have cheated yourself.

We're the yellow Freya 39 with the white thunderbolt. Stop by and say hello.

Vaya con Dios!

— latitude 38

PAPERWORK

When we left San Francisco last November to go cruising, we had been slogging through a morass of misinformation and rumors regarding the official requirements and procedures for North American yachts visiting French Polynesia. As this

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days, making a total of seven months if you did not obtain your visa immediately). The visa fee is \$1.50 US. If you wish to remain

quesas than in Tahiti); allow at least \$800 per person. You have the choice of purchasing an airline ticket or of depositing a cash bond. A letter of credit from your bank may also be used in Tahiti, but can be rather complex.

An airline ticket out of Tahiti may be purchased at home, desirable if you can find a good rate. Or (and this option is only available in Papeete, being the only place that sells tickets for international flights) you can buy a ticket conveniently on your Visa or American express credit card at airlines offices.

Cash bonds will be deposited in a bank, non-interest bearing; this can be done at Hiva Oa or Nuku Hiva in the Marquesas or you can wait until Papeete, provided you reach there within 30 days of your Marquesas entry stamp.

The bottom line is that if you intend to explore the Marquesas and Tuamotus for longer than one month, you'll have to bond in the Marquesas, so bring plenty of cash!

If you cannot afford the bond you will be asked to leave, as we have seen happen to



The Quay at Tahiti.

year's crop of cruisers prepares to depart, we hope that the following information will answer some of the questions most commonly plaguing yachtspeople planning to enter French Polynesia. While in Papeete we spoke with the Customs and Immigration officials (Tahitian born and raised and very intelligent and reasonable people) to obtain current information, which was accurate as of August 1984.

Visas

Do not bother getting a visa before you leave home.

The French embassies in North America are woefully inadequate and misinformed regarding French Polynesia (especially yacht travel!) and we know several boats who have delayed departure numerous times, attempting to obtain visas through the bureaucracies at home. In reality, a visa is easy to obtain on arrival.

Americans and Canadians are allowed 30 days "free" before they need to obtain visas. Citizens of Common Market countries have 90 days. (A visa requires a bond; see next section.) Make sure you do enter French Polynesia at a port-of-entry and don't explore elsewhere until you have cleared. If you arrive in the Marquesas you may bond and get a visa immediately, but you don't have to. You have 30 days travel in French Polynesia, but you must get your visa before that time expires. The Marquesan entry stamp in your passport is not a visa.

Visas are granted for 90 days and can be renewed readily for an additional 90 days (this is in addition to your "free" first 30

beyond seven month you will probably be able to extend for another three months simply by writing a letter to the High Commissioner.

There is such a thing available as a one year visa, but it is handled by a different authority and is more like a temporary residency. This is granted by the High Commissioner and is best obtained before you leave home.

Visas obtained before arrival (at French embassies, outside French Polynesia) are not renewable, beyond the original visa time period.

Posting Bond

"You must be in possession of an airline ticket out of the territory or a security guaranteeing your departure to your country of origin." (Notice to Visitors, 1984). No visa will be granted without such bond, so once your 30 days is up and you are ready to get a visa, you must be prepared to post bond. If Tahiti is your port of entry, be prepared to bond immediately upon entering. Even French citizens on yachts arriving from France must adhere to these rules!

The purpose of the bond is to guarantee that the local officials do not have to be responsible for you in the event of difficulties requiring that you be transported home. It also effectively prevents penniless deadbeats from cluttering French Polynesian beaches!

As captain, you are responsible for your crew, including their bonds.

The bond price is determined by the price of an airline ticket to your home (and therefore will be slightly higher in the Mar-



two boats.

Refunding Bond

Upon clearing out of Papeete, the immigration office will issue a letter to the bank or airline office authorizing refund of your bond. If you are lucky you may be able to obtain your refund right there in Papeete, although the usual procedure is for the bond to be refunded into a bank for you to pick up on your departure from French Polynesia (i.e., Bora Bora, for westbound yachts). Our credit card refund for airline tickets purchased in Papeete showed promptly on our next charge statement. Travel agencies in Papeete do sell international tickets, but may charge hefty cancellation fees, so are not recommended over direct purchase from the airlines.

Cash bonds are refunded in the same national currency as you deposited (less a service charge). People departing Bora Bora have been held up for several days awaiting

Talk about one stop shopping! Customs, immigration, and the Port Captain in the same Papeete building.

their refunds when the local bank did not have sufficient of the type of currency required, so U.S. dollars are by far the most convenient.

Crew Changes

Any crew changes occurring between the point of entry into French Polynesia and before you check into immigration in Papeete are a nightmare for the officials! Because Papeete is the only location that has official customs and immigration officers, these functions are handled by the Gendarmerie Nationale in other locales and immigration in Papeete gets furious with unrecorded comings and goings. One boat had two crew leave upon arrival in the Marquesas before the vessel had even checked in, causing no end of problems for the owner and much frantic arm-waving among the gendarmes, who couldn't understand why he hadn't lashed the offending crew to the mast first!

Anybody leaving your boat in the Marquesas or Tuamotus must be properly bonded and visa-d *before they leave the boat*, and

the captain must write a release stating that this crew is not essential to the operation of his vessel. Make sure the gendarmes under-



Fly straight with Polynesian officials and your paperwork will come out smelling as fragrant as a tropical flower.

stand the situation and have noticed it on your ship's paperwork; report any changes to immigration in Tahiti immediately upon arrival in Papeete. Crew additions, similarly, should be reported to the gendarmes locally and to immigration in Papeete. Immigration will not authorize crew changes without the captain's approval.

Note: There appeared to be a paucity of good crew in Papeete this year; the inexperienced and the freeloaders far outnumbered serious sailors looking for a boat. Experienced sailors willing to take a gamble are likely to find a boat to join if they want to show up at the quay and ask around.

Immigration Information

Norman Chave, the immigration officer in charge of yachts, is a very pleasant, reasonable (yet firm!) and busy man (and he speaks excellent English). If you follow the rules, the procedures are smooth. But what if one of your crewmembers runs off with a local vahine into the hills in Fatu Hiva and leaves you? What if you intended to bond in Papeete but took longer than 30 days to get there? What if you have any one of the thousand little problems that can befall cruising yachts? Norman has heard and seen it all; when we posed this question he sat back in his chair and grinned, "You come see Norman." If American bureaucrats had half the common sense that this man has, all our lives could be a lot easier! As long as you are straight forward and have a good attitude,



PAPERWORK FOR PARADISE

you will be able to work out a reasonable and efficient solution.

Papeete Harbor

You will go to the harbor offices to check in (immigration, customs, and the port captain are conveniently all in the same building); the officials do not come out to your boat and they do not expect you to bother flying your "Q" flag. The harbor master's office levies an entry fee and a nominal daily charge, payable upon your departure.

Customs

French Polynesia follows an interesting economic system in that there is no personal income tax. Government revenue is supplied partly by exports (copra, a few black pearls), but 82 percent of the territorial income is derived from duty. The customs offices' control over imports and duty is serious business and they are very watchful of anything being sold in French Polynesia. They have eyes and ears — selling items off your boat is likely to draw customs' attention to you.

Basically they don't really care what you bring in on your boat, as long as it is for personal use and you don't sell any of it without paying import duty. You will be asked for a detailed list of items onboard (electronics and other valuables) and customs may check the boat later for these items.

Customs officers regularly make the rounds of Papeete harbor, boarding yachts and making cursory inspections. It was our experience that they were pleasant and polite.

At the customs office (under the able administration of Tom Chave, Norman's brother) your boat is granted an automatic six-month temporary importation permit, subject to a six-month extension. The owner may not work in French Polynesia under the terms of this permit; if you wish to apply for a work permit you must either take your boat out of the territory or pay importation duty, which may be 37 percent of the locally assessed value.

Firearms

Everywhere the Big Issue. The customs officer in charge of yachts considers all firearms to be a royal pain and intensely dislikes the extra work and annoyance they cause him. "Guns on boats make me crazy," he sighs. He is appalled by the arsenals some boats carry and mystified by Americans arming themselves to such an extent. (His own government-issue gun is kept locked in a vault on the other side of the harbor and he has never had occasion to go get it.)



Rumor has it this Mercedes on Tahaa started rusting immediately because the yachties who imported it didn't pay duty.

Customs figures that 80 percent of American yachts carry firearms, so expect to be questioned closely if you claim you have none.

Digressing into a personal bias, it is our opinion that there is absolutely nothing to shoot at in French Polynesia, save maybe a few goats in the Marquesas, and if you get caught at that you're in trouble. Neither should yachts give ammunition to the Marquesans. We can see no need to carry guns (even the local police don't here) and the growing consensus among American yachtspeople is that guns are more trouble than they are worth. "I wish I hadn't been talked into bringing this #*!\$%& thing along," skippers lament.

For islands other than Tahiti, you should declare your firearms when you check in at the gendarmerie. You will be allowed to keep them onboard but not to use them. In Papeete you will be asked to deliver any guns to customs (incoming and departing yachties carry *strange* shaped parcels wrapped in blankets to and from customs!), where they will be receipted and kept in an air-conditioned vault. A good oiling first is recommended. You will be able to pick up your guns when you check out of Papeete.

The penalty for not declaring firearms is \$500 and the seizure of the gun. If you cannot pay the fine your boat can be seized until the fine is paid. This has happened.

In our opinion the question of guns may become more sensitive in French Polynesia in the coming years, due to the independence movement and the government's wariness of certain radical elements

which appear to be obtaining arms illegally.

Drugs

Possession brings five years in prison and a fine equal to four times the street value of the substance seized. If you are unable to pay the fine your boat will be seized and sold, and if *that* doesn't cover the fine you are likely to stay in prison until you can pay.

Pets

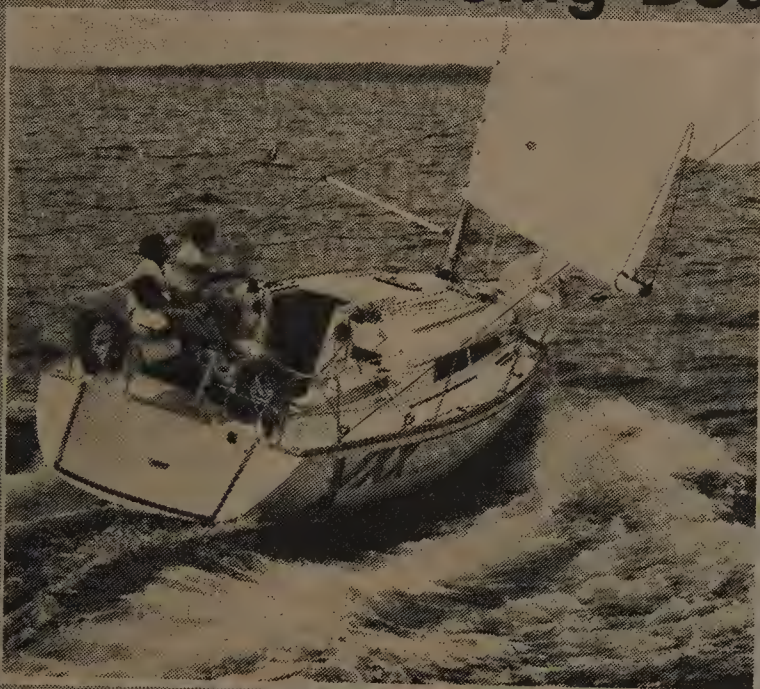
You may have animals onboard (be sure to declare them on your paperwork!) but you may not land any pet at any time anywhere on any island. Caught ashore, the animal will be incinerated at your expense.

Throughout French Polynesia the officials everywhere seemed efficient and genuinely willing to make things easy for visiting yachts. Not once did we find the red tape so common at home. The secret here seems to be to keep them informed; don't make them dig for information or "catch" you at something. With some countries in the world the wisest policy is to keep your mouth shut and don't volunteer anything ("If they want to know, they'll have to find out for themselves!"), but in French Polynesia we recommend complete honesty as the best method of keeping the bureaucratic end of your cruise running smoothly. If there is a problem or an irregularity, let them know and *they will find a way* go get it straightened out. And a little "mordida" may work in Mexico — don't try it here!

Enjoy your cruising in Paradise!

— wendy robinson and fred waters
yacht seafarer, pago pago

The Cruising Boat That Became



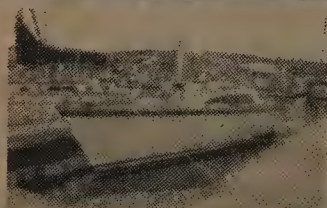
The 34' FARR 10²⁰

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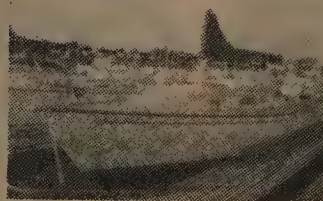
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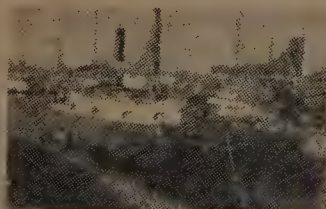
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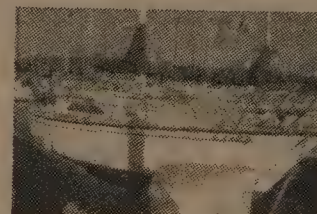
'82 Dash 34 \$49,000. Nearly new Laurie Davidson speedster with amenities.



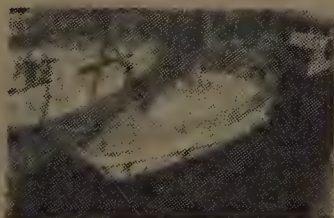
'80 30' Baba \$69,000. Cutter, diesel, reduced price, in better than new shape!



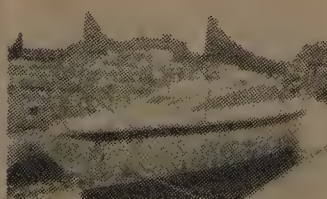
'79 30' Catalina. Loaded with extras. (sistership)



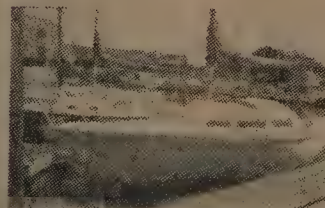
'78 30' Ranger \$34,000. Great Bay boat with excellent recent survey.



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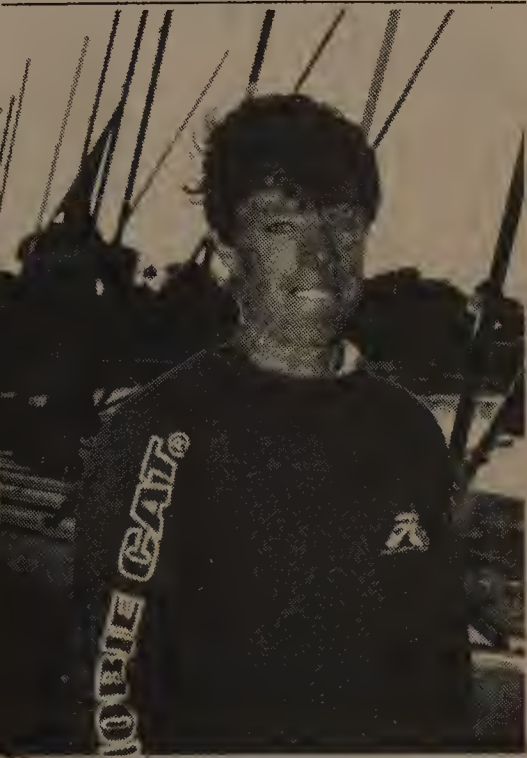
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HOBIE 18

The 1984 Hobie 18 Nationals were originally scheduled to take place in Atlantic City, but you'd be hard pressed to find a single participant who was sorry that the next choice turned out to be San Francisco Bay. Without exception, everyone we



World Champion Brett Dryland.

talked to thought the event, held September 24 through 29, turned out to be one of the best nationals ever.

There were a number of reasons for the good vibes, not the least of which was the consistent 15 to 20 knot breezes, with occasional gusts to 25, that appeared right on cue between 1 and 2 p.m. every day. Another was the launch site at Aquatic Park. Not only did the site eliminate the need for the boat and body-bruising hassle of launching through the surf that is so often the case in Hobie events, but there was lots to see and

daily. Another handicap to overcome was the currents. Obviously, any skipper not used to San Francisco Bay's current patterns is



Boat by Hobie; sails by Absolut Vodka; building by Transamerica.

at disadvantage to one who has been practicing sailing ebbs and floods along the City Front for months. Race organizers decided to remove this obstacle by substituting another obstacle in the course.

"We spent a lot of time practicing the shore, but they ran the race out in the Bay and put Alcatraz right in the middle of the course," says Alan Timms, who at sixth place overall was the top-ranking Northern California skipper. "To get to A Mark, you could go either way — between Alcatraz and the City Front or between Alcatraz and

skippers and crews.

"Some guys who couldn't compensate for the ebb or flood would go sideways, end up being carried into the mark and have to round it again," says Oakland skipper Paul Tobie. Adds Timms, "It was funny to watch the lake sailors. They really had no idea what was going on."

Brett Dryland of Australia was too busy going fast to worry about currents, and he proceeded to show everybody why he is the Hobie 18 World Champion by winning nearly every race in the series. The Southern California contingent of Bob Seaman/Don Oltmans, Jeff Alter/Floyd White and Hobie Alter Jr./Dick Blount, who finished the series second, third and fourth, respectively, weren't looking too shabby either. Seaman's second place made him the new U.S. champ. Hobie, Jr. was tops in 1983.

Half the 72 boats in this year's series were new boats rented by the Hobie Class Association and made available to the skipper/crew teams, a gesture particularly ap-



HOBIE 18 NATIONALS

	SKIPPER/CREW	CITY	POINTS
1	Brett Dryland/Scott Ward	Australia	6.50
2	Bob Seaman/Don Oltmans	Los Angeles	16.75
3	Jeff Alter/Floyd White	Capistrano Beach	25.25
4	Hobie Alter Jr./Dick Blount	Capistrano Beach	27.00
5	Miles Wood/Dan Mangus	Ft. Walton Beach, FL	29.00
6	Alan Timms/Misha Orloff	San Rafael	36.00

do, especially for out of town contestants, in between races.

During the races, organizers did their best to insure that conditions were as equal as possible for all competitors. The sails, all new and all bearing the logo of supplying sponsor Absolut Vodka, were rotated between boats

Angel Island."

While you can minimize the influence of current on a Bay race course, however, you can't eliminate it, and the results provided an extra bit of entertainment for local

spot that extended about 200 yards around the mark. Most of the following boats — which caught up quickly — saw what was

preciated by Timms and his crew, Misha Orloff. "Misha had just sold his 18 when we started practicing back around April or May with my boat, a 1980 model that's really thrashed. In a way, though, I think it made us sail harder."

Monday the 24th was given over to qualifying races for those skippers who had not already qualified in their respective division throughout the year. On Tuesday, Wednesday and Thursday, the boats were divided into two groups that raced two races apiece each day. On Friday, the final cut to 42 boats was made and the final heats began.

When the dust had cleared, seven Northern California skippers ended up in the top 20, among them Dave Clacker, Pat Porter and Steve Cary. Regatta Chairman Mike Montague calls that "excellent, considering that Southern California is where all the hot racers come from."

Some locals had more than their share of troubles, though, like Paul Tobie and To avoid an ebb in equality — and a flood of complaints — among skippers unused to currents, organizers put Alcatraz in the middle of the course.



crewman Mike Forbert, who were in the top ten until the last day.

"We were 12th at the cut," says Tobie. "Then we got a 5th, an 8th and a 12th. We had to retire from the next race when we tore our jib, so that was our throwout. Then, on the last day of racing, with only two legs to go, it was blowing 20 to 25 and we were close behind Dryland when we hit a dead

Ffft. Hssss. Cats claw for air at the start.

happening and steered clear. By the time we leaked out of there, we were in 35th place. It was a nightmare."

Talk about nightmares. Tobie and Forbert capsized the boat on the next race and, says Tobie, who was tenth in last year's Hobie 14 Nationals, "That was that."

Most folks involved feel that the 18 is the Hobie best suited to the Bay. The 8-year old Phil Edwards/Hobie Alter design is big and adaptable enough to power through conditions that can bog down the smaller cats.

"The 18's have spreaders and a free-footed main so you can power up and power down the rig real good," says Tobie. "We'd set the jib and leave it. Then I'd tighten up the main as much as I could to depower (flatten) it and Mike would work the traveller."

Alan Timms and Misha Orloff, and many others, used a similar approach.

"The technique we've found works real well is to sheet in the jib and leave it for the most part," says Timms. "I steer and work the mainsheet and Misha works the traveller. Unless a huge gust hits, the mainsheet pretty much stayed where it was, except that never once did I cleat the main going upwind."

Almost all the top finishers sailed the new boats provided by Hobie. Keith Gebhardt of Empire Sailing in Oakland, sponsoring dealer for the nationals, feels that might have given some of the otherwise close competitors the edge they needed to win.

"Because of a recent rule change, the new boats are about 25 to 30 pounds lighter than



ROBERT BROWN/COMMODORE HELICOPTERS

HOBIE 18 NATIONALS

they used to be," he says. That translates to just over 400 pounds for the new boats compared with about 430 for the older ones. After the series, the boats were sold for \$1,200 to \$1,300 off the as-new price, and that included a brand new set of sails. This was a deal few cat sailors could refuse, reports Gebhardt, who said many of the nationals boats have been "presold" since July. Within two weeks of the Nationals, Empire had sold 12 of the 15 boats they were allotted.

If a glitch in the series had to be found, it might be in the dashed hopes organizers had of getting more attention for catamaran, and particularly Hobie, sailors. Many more traditional types we heard don't always take them too seriously. But it was not to be, explains *Hobie Hotline* Associate Editor Brian Alexander.

"We had a little of our thunder stolen. Channel 7 came out to film one day and got some footage of us racing and the big boats practicing. When they showed it on the,



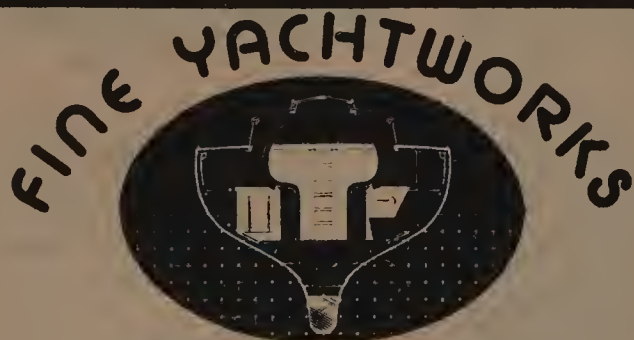
Hobie catters are a fun group.

news, though, they only showed the big boats!" he says.

At this writing, Alan Timms and Misha Orloff are preparing for the Hobie 18 Worlds, taking place this February in Sydney

Harbor, Australia. Brian Alexander has already flown off to Jensen Beach, Florida, for the 1984 Hobie 16 Worlds, and Keith Gebhardt is looking forward to the 16 Worlds to be held here in the Bay Area in 1987. As for Paul Tobie — "Well," he says, "there's always next year."

— latitude 38 — jr



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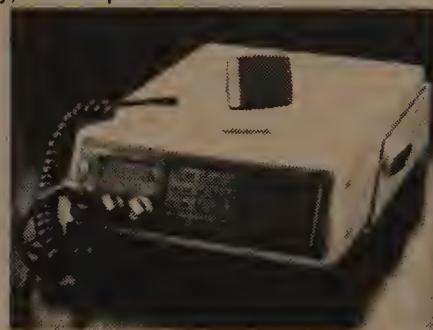
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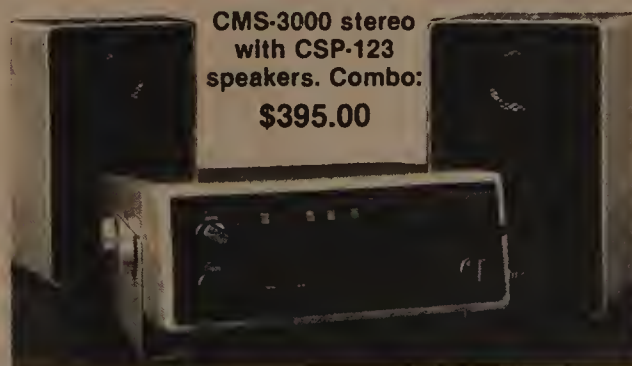


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IDIOT'S GUIDE TO

We're ashamed to admit it, but some of us at *Latitude 38* — even after 22 years of sailing that included a delivery from Hawaii to San Francisco — are unfamiliar with how to use a marine radio. Sit us down in front of the VHF and about all we can do is turn it on, flip the channels and listen to what people are saying. Luckily we have never been in an emergency situation which demanded radio communication with the Coast Guard or someone else who could help.

We take a little comfort in the idea that sailors usually go out on the water to get away from modern electronic contraptions, like radios, telephones, cuisinarts and MTV. That solace is fairly short-lived, however, when facing the realization that an onboard radio is one of the biggest safety devices you can have on a boat. Even more important than a lifejacket, you might ask? Well, let's put it this way: if your craft is rapidly sinking in the chilly waters of Northern California and no one knows you're out there, is putting on your lifejacket going to do you more good than sending out a Mayday call for help? Probably not.

So, on the chance that there may be others who are as uneducated about marine radios as we are, here are some questions and answers about the subject. Our expert advice comes from a variety of sources, especially Rich Wilde at Cal-Marine Electronics in San Francisco, Ian Wall of Star Marine in Oakland, and the Coast Guard's Captain Paul Resnick and Radio Man Second class Greg Wist.)

What is a marine VHF radio?

The initials VHF stand for *very hip frequency*, which means that the sound waves used for this purpose are very cool. They vibrate 156 to 158 million times per second, about the same as the hips of a good belly



plains why FM radio is even 'cooler' than VHF.

How does the VHF work?

Unlike your car or home radio, the marine VHF not only receives, but it also transmits. To M.I.T. graduates this dual capability means the radio's actually a 'transceiver'.

"Fifty-six percent of sailors are radio wimps, while forty-one percent are radio addicts."

dancer. Scientists measure the electromagnetic waves in hertz. One hertz — not to be confused with the flea collars or rental cars by the same name — equals one vibration per second. Sound as we humans know it ranges from 50 hertz (Hz) to 20,000 Hz or 20 KiloHertz (KHz).

The FM radio you listen to in your car is between 88 and 108 million Hz, which ex-

Another way to look at it is that you have both a radio and a telephone in one box. There are some differences of course, such as you can't just dial up your girlfriend when you're out under the Golden Gate Bridge. You have to go through a special marine operator first, and your conversation can be overheard by anyone else with a boat radio. (In Mexico this is called "reading the mail".)

So don't get too intimate.

Since the VHF uses frequency modulation (FM) to send and receive sound waves, it functions only on what the radio folks call "line of sight". That means if you can see the boat or ship or transmitting tower onshore that you want to contact, then you should be in business. Conversely, if you can't communicate you're considered "otta sight!"

If, for example, you were anchored in Ayala Cove on Angel Island, you might have trouble getting through to your pal at San Francisco's Pier 39 because the island would be in the way. (Sound waves, like light waves, will reflect off objects, so you *might* be able to make contact anyway as the waves bounce off the Marin hills.)

Another important aspect of line of sight operations is the height of your antenna. The higher up you can get it, the greater will be your range. That's why the Coast Guard, the marine operators and the weather broadcasting stations all have antennas on a hill or mountain, such as Mt. Tamalpais or Mount Diablo. It's also why guys who like to talk on the radio buy big boats.



of them. Far and away the most important is Channel 16, which is monitored constantly by the Coast Guard for distress calls. It's also the channel you use to make contact with another boat or someone onshore with another VHF transceiver, such as a marina, a yacht club or a bridge attendant. Most radios have a separate switch that allows you to flip instantly to Channel 16, since that's the one you should be monitoring.

Other important channels are 22 (or 22A) and 6, which are used by the Coast Guard in distress or safety situations after the initial contact is made on channel 16. The marine operators use channels 26, 84 and 87 in San Francisco and channels 27, 28 and 86 in the Stockton/Delta area. (On Lake Tahoe, the marine operator can be found on channels 26 and 28.) Use these to call your wife (or husband) to explain that you'll be late for dinner because the wind has died.

For talking between vessels, called "ship-to-ship" in marine radio lingo, the most com-

"The initials VHF stand for Very Hip Frequency."

Putting your antenna at the top of the mast will give you better range, but it creates a major problem if your mast falls down. Another popular location is on the stern, out of the way of crew and sails.

What's the range for a marine radio?

A properly functioning 25 watt marine radio can have a range anywhere from three to 18 miles. Given the right conditions however, VHF sometimes is effective at much greater distances. Andrew Urbanczyk has told us he once got the San Francisco Marine Operator from 400 miles out. We don't know if that's true, but we've made the same call from 150 miles. Just don't count on anything more than 18 miles.

Wattage is a measure of the power needed to transmit on your radio. On San Francisco Bay, most radios can function quite nicely at only one watt of power. The advantage of using the weaker signal is that those boats out of your low range — for example one up the Delta — can use the same channel at the same time and you won't interfere with each other. There's usually a switch on the control

panel that allows you to switch to the full 25 watts if you need the extra power.

How do you operate the radio?

The marine radio is not unlike any other ghetto blaster. Given juice, antenna, and a flick of the 'on' switch, you're in business. If all you get is static, you can adjust the "Squelch" knob. As you turn this knob you'll notice that there's a certain point at which the background noise disappears and the radio is quiet. You want to put the squelch control just beyond that point. When a signal comes through on that frequency, it will then be heard without the static.

You don't want to squelch it too much, though, because you may miss signals that aren't strong enough to break through the squelch control. Unless, of course, you want to be incommunicado!

What are the different channels for?

There are over 55 channels designated by the Federal Communications Commission (FCC) on the VHF FM marine band, but you only have to concern yourself with a handful

monly used channels are 68, 70 and 72. In the Bay Area, channel 70 pretty much belongs to the party fishing boat operators and it can be difficult at times for anyone else to get a word in edgewise. That leaves 68 and 72 for pleasure boaters. For communication between commercial and non-commercial vessels, the FCC has set aside channel 9.

There are also channels which continuously broadcast from the National Weather Service. In the Bay Area, Weather One tells you the forecast for San Francisco. Weather Two tells you what's going on in Eureka, Sacramento/Stockton or Santa Cruz/Monterey.

In many foreign countries — Mexico is a good example — the use of the different frequencies is less controlled if at all.

Why do radios have 55 channels on them if I only need a few?

IDIOT'S GUIDE TO

It wasn't too long ago that most marine VHF's were made with crystals, which are small gizmos inside that vibrate at different frequencies. You need one crystal to receive each channel and one to transmit, so it didn't take too long before they were spilling out the top of the radios. Ten or fifteen years ago, most marine radios only had a dozen or less channels to choose from unless you wanted to soup yours up with extra crystals.

The "hey good buddy" Citizens Band (CB) radio boom of the 1970's changed all that. The tremendous demand for technological advance led to the popularity of synthesizers. These are little gizmos inside the radio, operated by unemployed shrink-to-fit 60's musicians inside each radio. With their synthesizers, these old long hairs can play old tunes by the Flying Burrito Brothers, Strawberry Alarm Clock, 13th Floor Elevator, as well as oscillate to all 55 frequencies in the marine band!

There are 55 channels used in the United States and many radios have even more than that for use in other countries. You can obtain a complete listing of the frequencies and their designated use at any number of locations, such as your local marine radio dealer, the Coast Guard or a chandlery.

How do I make a call?

Let's take an example. Say you are out sailing in your boat *Cooked Goose* and you want to call your friend on *Fried Gander* across the Bay to arrange a rendezvous at Treasure Island. You tune the radio to channel 16 and listen for a while to make sure no one else is in the middle of a conversation. When the channel is clear, depress the switch on the microphone and say, "*Fried Gander*, this is *Cooked Goose*, Whiskey Romeo Sierra 3838, over." Each boat with a radio has a call sign; we're assuming yours is WRS 3838. You pronounce the letters using the military alphabet, which you should have posted near your radio.

Obviously, *Fried Gander* can only answer if his radio is turned on, which is why it helps to prearrange your calls before you go sailing. If you don't hear anything, try again. If they don't respond in 30 seconds, you're supposed to wait two minutes before trying again. If they still don't respond, you get one more shot after another two minutes passes and then you have to wait 15 minutes before trying again.

Let's assume you get through. Your friend replies, "*Cooked Goose*, this is *Fried Gander*, Victor Tango Papa 6971." Once contact is made you can forego the official radio jargon, but you must arrange to switch to another channel as quickly as possible,



Hand held VHF's make a good back up to your on-board mounted radio.

such as 68, 70 or 72. Both of you dial in the agreed upon frequency and you conduct your business.

Each weekend there are thousands of boats on the water, so as a courtesy to others keep your conversations brief and to the point. When you're finished, end up with your boat name and call sign again and say, "Out". Then switch back to channel 16.

Who makes calls on the VHF?

An incredible 56 percent of sailors are radio wimps. Most are big and strong, and don't blink an eye in the face of 35 knots and breaking seas. But put a VHF microphone in their hands and they start looking for their mother's skirts. Most radio wimps would rather have their ship go down and die than risk embarrassing themselves on the airwaves.

Forty-one percent of sailors are radio ad-

dicts. These sailors just can't get enough, and often have to be pried from the microphone with an abalone iron. Neglected wives have to learn how to short-circuit the VHF in order to get attention.

It's true that some of these sailors get treatment at the Betty Ford Addiction Center, but complete cures are rare. If they're able to kick the VHF habit they often move onto even more serious addiction with ham radios, or in rare cases the very expensive Singlesideband habit.

The remaining three percent of sailors don't have radios on their boats.

How do I place a telephone call?

The basic procedure is the same for a ship to shore call as for ship to ship, but instead of asking for someone on Channel 16, you switch to the marine operator channel. If you're on the Bay, start your transmission with "*San Francisco Marine Operator*, this is the vessel *Cooked Goose* . . ." They'll come back and ask you for the number you want to dial and how you're going to pay for the call. In addition to the regular local or long distance charges, there's a radio hook-up fee of \$2.55 for the first three minutes, and \$.85 for each additional minute.

Once you get through, you can talk just like you were calling on land, except both parties can't converse at the same time. To someone ashore that might be a bit confusing at first, but it can be fun to tell them to say "Over" after they finish a each thought. Makes you sound like a salty mariner — although real mariners rarely say 'over'.

FREQUENTLY USED

6	For Ship to Ship safety communications only.
9	Ship to Ship or Ship to Shore, for both commercial and non-commercial use.
16	Distress and calling channel. Should be monitored when under way.
18A, 77	Ship to Ship for commercial vessels.
22A	Coast Guard communications channel.

What do I do in an emergency?

Your marine radio will pay for itself many times over if you ever have to use it to issue a Mayday call. This is the universally accepted term to notify the Coast Guard or anyone else nearby that you are in immediate danger of losing your life and/or boat. On Opening

Day this year one skipper called in a Mayday when he saw a boat dismasted behind Angel Island. Since the boat and crew weren't in immediate danger, this technically was not a Mayday situation.

There's a prescribed procedure for issuing a Mayday call, and that's another item you should post near your radio. Basically, you make sure you're on channel 16 and you say, "Mayday, Mayday, Mayday" followed by your boat's name and call sign, your position, who is onboard and what shape they're in, the seaworthiness of your boat and a description of it. You end up by stating what channel you'll be listening to for a response and sign off with your call numbers.

If all goes well, the Coast Guard will then come on the air to establish contact. The radio operator will talk to you to determine the severity of the situation and put a rescue operation into effect. The Coasties are required to be able to have a boat or helicopter under way within 30 minutes of notification any time of day or night.

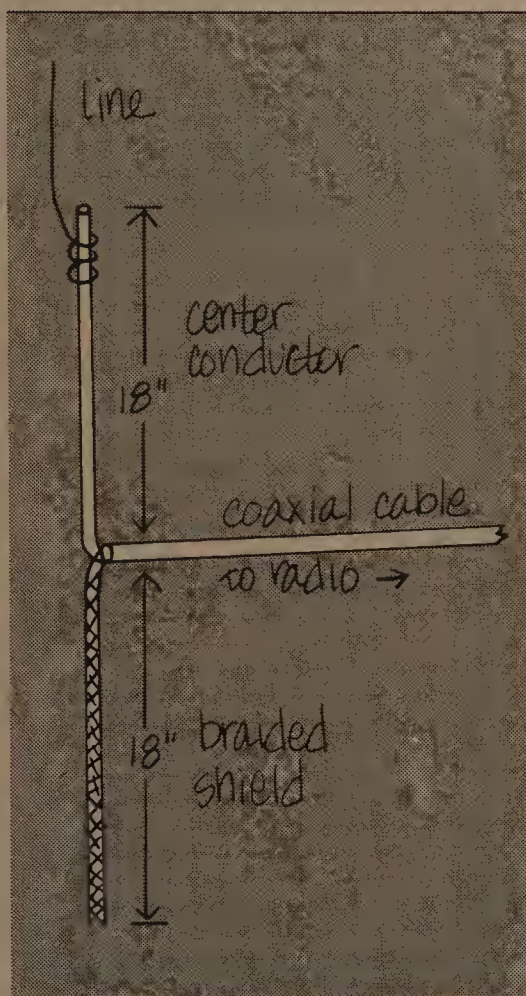
The radio operator will keep talking to you while this is going on. His purpose is twofold: one is to reassure you that he knows you're out there and is working to rescue you, and the second is to give the rescue craft a radio fix. Every time you transmit, the boat or helicopter can track you on their radio direction finder.

During a Mayday situation, other boaters nearby are asked to standby. Sometimes too many people try to call on channel 16 and offer help, but that only clutters up the frequency.

VHF CHANNELS

26, 84, 87	Marine operators for San Francisco.
27, 28	Marine Operator for Stockton/Delta area.
68, 70, 72	Ship to Ship for non-commercial vessels.
88A	Commercial fishing operations only.
W1	San Francisco area weather.
W2	Eureka or Sacramento/Stockton area weather.

If the Coast Guard radio operator needs help, he'll generally ask for it. If the situation isn't too dangerous, like a boat being out of gas or aground with no one's life threatened, he may switch the call to channel 22 or 6, both of which are designated for Coast Guard use. These calls are sometimes re-



What to do if you lose your antenna.

ferred to as PAN (pronounced like "paw") calls and take priority over everything except Mayday calls.

Another special announcement you might hear on channel 16 is 'Security'. This notifies boaters of hazards to navigation, bad weather or other warnings.

How can I be sure my radio is working?

The first thing to do is make sure the radio and antenna are properly installed. If you do it yourself, have a certified technician check it out after you're done.

When you're out on the water you can call for a radio check. The Department of Transportation is discouraging people from using channel 16 for this purpose, although that's the one channel you want to be sure is working. If the Coast Guard radio operator on 16 is too busy, he may let two or three radio checks back up until there's a break in the action. Then he'll let them know that he read them loud and clear, if in fact he did.

Everyone would be a lot happier if you arranged a radio check with a buddy on another boat rather than with the Coast Guard.

Do I need a license to operate the radio?

The answer is yes. You can get applications from your local dealer or by writing to the Federal Communications Commission, P.O. Box 1040, Gettysburg, Pennsylvania 17325. There's a place on the form for a temporary call sign and number until you get your license, so you can use your radio in the meantime. Unlike a driver's license, there is no test to be taken nor do you have to stand in line for six hours.

What about hand-held radios?

The small, hand-held VHF's used to be unreliable, but again the demands of the CB market inspired manufacturers to come up with something better. Now you can get a good one for under \$500 that will do just about everything a mounted radio will do. The hand-helds don't have as much power as the bigger radios, but you can get booster kits to get them up to 25 watts and you can even have them rigged to a mounted antenna.

Hand-held marine VHF's are intended as auxiliary or back-ups to your mounted radio. Technically they should be registered with the FCC as well, and they really aren't meant to be the only radio onboard. However, they are better than *not* having one when you go out sailing.

Hand-helds are popular in Mexico as second radios. When half the crew goes to shore they can later radio the boat to have the dinghy pick them up.

One of the contestants in the 1982 Doublehanded Farallones races, during which a ferocious storm hit after the start off San Francisco's City Front, had just previously acquired a hand-held for his 24-footer. He tuned it to the weather station on the way out of the Golden Gate and heard the inclement forecast. Being new to ocean racing, he decided to head for home. That decision may have saved the skipper and his crew's life as well as his boat, since several other yachts that continued to race were destroyed.

What do I do if I lose my antenna?

The simplest thing to do is always carry an emergency antenna. They cost about \$15, store in a very small space, and usually can get the job done. Keep one next to the radio and just screw it into the co-ax fitting if needed.

If you don't have a spare, there is another way. Let's assume you had your antenna on the top of the mast, which came down during the storm. You need to retrieve as much of the coaxial cable, that ran down the mast to the radio. From the bitter end, measure back exactly 18 inches and strip off the outer

VHF RADIOS

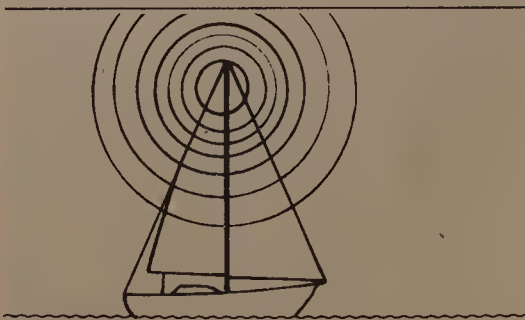
vinyl covering. Underneath you'll find a braided shield, inside of which is the actual conductor. You need to separate the shield (which grounds the wire) from the conductor by pulling the latter out near the 18-inch mark. What you have then is a 36-inch antenna [see illustration].

Ideally you want your emergency antenna aligned vertically, like the original antenna was. You can hang it from a line strung from the mast stump to the bow pulpit. Just make sure you don't attach it to a piece of metal — it will short it out! If it's too nasty on deck to do any of that, you can tape your antenna to the wood or fiberglass cabin top. It won't be vertical, but at least you could be able to broadcast and receive.

Care of a Marine Radio.

Not too long ago marine VHF radios weren't very reliable. Today's version are extremely good. There are just four things you have to remember to keep them in good working order.

1. Don't put them under water. Short circuits and all that.



2. Don't beat on them with a winch handle.

3. If the antenna is mounted on the stern pulpit, don't lean on it.

4. If you've a modern synthesized version, don't play disco music near it. The shrink-to-fit unemployed long-haired 60's musician inside can't stand disco.

How do I get more information about marine VHF's?

Your local dealer is a good place to start. The more you know about your radio, how to use it and how to keep it working, the happier he or she will be. There are also many publications and handy references you can obtain at bookstores, libraries and from government agencies. The Federal Govern-

ment's Radio Technical Commission for Maritime Services, for example, publishes a users handbook for \$7.95. You can order it directly from RTCM, P.O. Box 19087, Washington, D.C. 20036.

The Coast Guard also wants to help educate you about marine VHF's. A self-addressed stamped envelope mailed to the Commander U.S. Coast Guard Group, Yerba Buena Island, San Francisco 94130 and marked "Attention: Radio" will get you a copy of the proper procedure for distress calls. You can also visit the radio center at YBI by calling (415) 556-4471 and arranging an agreeable time.

If you're really desperate, talk to a Radio Addict. You'll learn more about radios than you ever wanted to know.

We hope the proceeding has helped shed some light on boat radios. We certainly were amazed how simple it was once we started asking these questions. Roger, wilco, over and out!

— latitude 38

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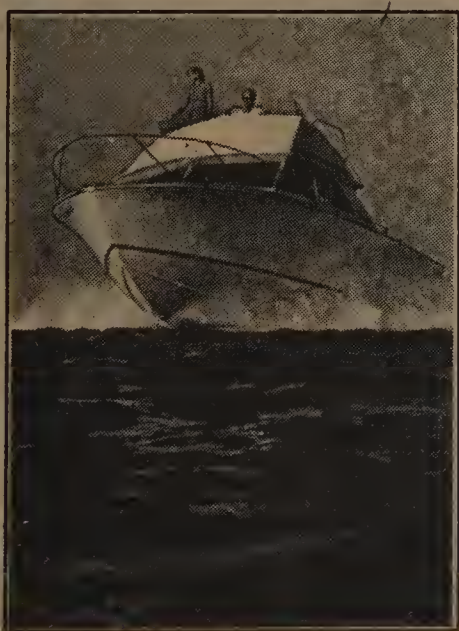
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THE RACING

This month we wrap up the 1984 summer season with reports from the **El Toro fleet**, **Triton Nationals**, **Vallejo 1-2**, **Presidio Multihulls**, **Cal Paige**, **Cal Cup**, **Berkeley YC's Women's Cup**, and the **Champion of Champions**.

RACES PAST

El Toro Madness

Fall and Spring are the traditional time for sailors of the 8-ft El Toro dinghy to get out and act crazy. Like the April Bullship Race where 100 entries sail from Sausalito to San Francisco across the mouth of the Golden Gate. In September and October, these bull lovers head south and north for more action.

On September 29th, 59 of them gathered at the Palo Alto YC for the 26th running of the Pitch and Roll long distance contest to Alviso. Winner for the second year in a row was Richmond YC's Dennis Silva, who covered the eight-plus mile course in a record breaking one hour and 30 minutes. Second was Andre Collaco of the Hewlett-

First boat to the wine tanker in the Paisano Race off Monterey.

Jack Vickland, whose craft sank a couple of miles east of the Dumbarton Bridge, earned himself the Hard Luck Trophy for his efforts. The Tail End prize for last to finish went to Dick Jacobson, who won the race in 1976.

The following weekend, October 6th, Monterey was the scene for the 22nd annual Paisano Race. This is not your traditional yacht race, but rather a male-female relay race with generous consumption of wine added in. The men start off at Lover's Point, sail to a mark and then pick up a bottle of wine with a number on it from an anchored powerboat. Back on the beach they locate the woman with the number corresponding to the one on the bottle, and she sails off to another mark and back. In order to finish, the woman must finish the remains of the wine, and recite her sail number and her name. Sounds loco, no? They say it's a gas.

Dennis Silva found a way to win again, this time with teammate Cathy Federico from the Fremont Sailing Club. Second were Joe Rogers of Monterey Peninsula YC and



Packard SC, followed by Steve Briggman of the San Jose SC.

With 20 mph gusts pushing the little cat boats down the Bay in choppy seas, this year's Pitch and Roll lived up to its name. Nineteen sailors were unable to finish, giving the crash boat drivers a healthy workout.

Mary Kelley from Lake Merritt. The first 13 teams received Paisano bull t-shirts, while the tail ender got a sunfish in a bag. They figured he must have been fishing along the way!

And to top off the action, 58 Toro fans took part in Richmond YC's Stampede, a

two-day affair of team racing, backwards racing and more. Overall winner was Jim Maloney of the host club, with division honors going to Al Anderson, Steve Brigman, Barbara Klaasen and Brady Sih.

Triton Nationals

Sailors of the Triton, a 28-ft classic fiberglass racer/cruiser, met in the Bay on October 5-7 to compete in the 16th annual national championships. Three competitors from the Chesapeake Bay area went against three locals, with the former grabbing the top two slots. Jack Hayes took the title with scores of 6,2,1,1,2, while Leb Brown edged out Sunnyvale's Gerald Brown for second. The two Browns were tied on points, with the East Coaster coming out ahead based on better individual race scores.

LATITUDE 38/SILHON

LYN HAYES



'Tres Equis', left, and 'Sangvind' reaching under the Golden Gate Bridge during the 1984 Yankee Cup.

Vallejo 1-2

The Singlehanded Sailing Society (SSS) ran their Vallejo 1-2 race on October 6th and 7th. The boats were sailed solo from the Oakland Estuary up to the Mare Island Channel on Saturday and then doublehanded back to the starting point on Sunday. Light winds prevailed, especially at the start both days. Dan Newland, sailing on the Hawkfarm *Predator*, says it took him three and a half hours to sail a little over two miles from the starting line to the Berkeley Pier!

Mark Rudiger aboard the Olson 30 *Collage* led the fleet to Vallejo, but not after being caught by the pack, first at the Berkeley

Pier and later going into San Pablo Bay. The 1983 Singlehanded TransPac winner edged back into the lead both times though. On the return, with Richard Spindler crewing, Mark again picked his way through the tides for line honors. Both times, however, *Collage* was unable to save her time, and it was up to Brian O'Donaghue's *Wildflower* to take home the corrected time honors.

Overall Results: Singlehanded to Vallejo — 1) *Wildflower*, Cal 27, Brian O'Donaghue, Greenbrae; 2) *Gail Force*, Moore 24, Gail Kinstler, Foster City; 3) *Beautiful Noise*, Catalina 27, Peter Veasey, Martinez.

Doublehanded to Oakland — 1) *Wildflower*, 2) *Predator*, Hawkfarm, Dan Newland/Linda Webber-Rettie, Alameda; 3) *Collage*, Olson 30, Mark Rudiger/Richard Spindler, Sausalito.

Presidio Multihulls

Catamarans from 15 to 32 feet showed up for the seventh annual Multihull Racing Association Presidio Invitational regatta on October 13th and 14th. The event, a regular fall feature for open class racing held in the West Bay near the Golden Gate Bridge, drew 25 entries. Race organizer Peter Clutterbuck says they like to wait for the summer winds to calm down before going out for some two-hulled sailing. They also hold the event during a flood tide, which makes for a smoother ride and if anyone gets into trouble they won't get swept out the Gate.

One problem they hadn't anticipated was the performance of the Navy's Blue Angels, which took place on Saturday just before noon. Peter says the Coast Guard had re-

THE RACING

stricted the area off the Crissy Field beach from recreational boaters during the show. He realized why when he saw one jet swoop down and fly spreader height above the Bay!

Results: Division One — 1) Nacra 5.2, Raymond Arth, Fresno; 2) Nacra 5.2, Stan Tory, Fresno; 3) Nacra 5.8, Richard Moberg, Monterey; 4) Nacra 5.2, Peter Clutterbuck, Mill Valley. **Division Two** — 1) Hobie 18, Phil Degaa, Chico; 2) Prindle 18, Mike Poretti, San Jose. **Division Three** — 1) Prindle 16, Dave Vanaski, Concord; 2) Dart 18, Mike Bender, Mountain View. **Division Four** — 1) Sea Sprite 15, Jay Gardner, Napa; 2) Hobie 14, Wayne Mooneyham, San Jose.

Calvin Paige Regatta

Olympic gold medallist Bill Buchan of Seattle continues to show the rest of the guys in the 22-ft Star class how it's done. At 49, the 35-year veteran of the class is having perhaps one of his best seasons ever. On October 13th and 14th he brought his act to San Francisco for the annual Calvin Paige regatta. While most Olympic sailing classes suffer severe post-Game let downs, the Stars drew 20 boats manned by an impressive group of sailors.

According to Ken Keefe, who was crewing for second place finisher Paul Cayard of San Bruno, Buchan was simply "awesome". He's got to be the best in the world right now," Keefe and Cayard were also second to Buchan in the Olympic Trials, a trend they find disturbing but one they hope to rectify in the near future. Actually the Paige results were a reversal of the past four years, during which time Cayard was the winning skipper or crew while Buchan came in second.

Results: 1) *Frollic*, Bill Buchan, Seattle, 2,1,2,2 for 9.0 pts.; 2) *Thriller*, Paul Cayard, San Bruno, 3,2,1,3 for 14.4 pts.; 3) *Bananas*, Vince Brun, San Diego, 5,6,7,1 for 34.4 pts.; 4) Jeff Madrigall, Belvedere, 6,4,4,16 for 49.7 pts.; 5) *Trigger Happy III*, Tryge Liljestrang, St. Francis YC, 1,10,DNF,4 for 51.0 pts.

Cal Cup

The Frers 81 *Boomerang*, owned by New

York's George Coumantaros, completed her sweep of the Pacific on October 18-20 by winning the Cal Cup races in Marina del Rey. *Boomerang* won fleet honors at this summer's Clipper Cup and her class in the St. Francis Big Boat Series prior to this event. Quite a hat trick for the maxi sloop, which rates 70.0 feet under the IOR rule and has yet to reach her first birthday.

The Cal Cup has been a two-boat match race series for maxis in the past, but this year included four entries. Rounding out the field were Jim Kilroy's Holland 81 *Kialoa*, Huey Long's Milgram 81 *Ondine* and Jake Wood's Mull 82 *Sorcery*. After a fleet race for all four, which was won by *Boomerang*, the foursome split into pairs. *Boomerang* defeated *Ondine* in a best two out of three sequence, while *Kialoa* did likewise to *Sorcery*.

In the final match between the winners,

Rhonda Fleming's 'Red Stripe' chases Viola Nungary on 'Collage' at the Berkeley YC's Women's Cup.

Boomerang lost only once in the best three out of five series. The white-hulled *Kialoa*, aided by the presence of 12 Meter sailors John Koliuss and Tom Whidden, seemed to have a slight edge in true winds under ten knots. *Boomerang*, which was steered a considerable amount of the time by owner Coumantaros, held the edge in heavier airs. Mill Valley's Commodore Tompkins, who trims mainsheet and drives the boat downwind in heavy air, says *Boomerang* is the fastest IOR boat in the world, both through the water and on corrected time. After this summer's performance, that's a hard statement to dispute.

Berkeley Women's Cup

The Berkeley YC Women's Cup, held this





year on October 20th, is one of the longest running regattas on the Bay for women only. Started nine years ago, it was a precursor of the popularity in women's sailing which is currently in bloom. The event has now been incorporated into the Women's Racing Association's fall series. The final race of that sequence will be held on December 18th at the Corinthian YC.

Sailed in gorgeous fall weather, the Women's Cup drew 31 entries, and was dominated by the crew headed by Susie Madrigali and Kay Rudiger aboard the Olson 30 *Collage*. Helmswoman Viola Nungary steered the boat out to an early lead, only to be challenged on the first reaching leg by Rhonda Fleming in the Sonoma 30 *Red Stripe*. *Collage*, also crewed by Claudia Mueller and Marie Roehm, steadily pulled away after that to take both class and fleet honors.

Results: Division A — 1) *Collage*, Olson 30, Kay Rudiger/Susan Madrigali, SFYC; 2) *Flexible Flyer*, Choate 27, Shirley Temming, Encinal YC; 3) *Sparrow Hawk*, Moore 24, Fran MacDonald, BYC.

Division B — 1) *Happy*, Santana 22, Barbara Kerr, IYC; 2) *Legacy*, Ranger 29, Susan Hoehler, TYC; 3) *Rapid Transit Jr.*, Ranger 23, Sue Sylvester, IYC.

Division C — 1) *Great Egret*, Cal 20, Pamela Ross, CSC; 2) *Mytoy*, Ranger 26, Barbara Adamas, PYC; 3) *Jose Cuervo*, Islander 28, Stephanie Hock, SYC.

Champion of Champions

Both the Handicap Division of the YRA and Small Yacht Racing Association (SYRA) held their "Champion of Champions" regatta on October 20th and 21st. Both featured the winners of their respective divisions going head to head for the right to say they were the best of the best in 1984.

In the HDA series, also called the Yankee

Cup, Bill Gorman and Chuck Thomson's Farr 1020 *Satiation* concluded a very successful year with straight bullets for the win. Sailed much of the year by Commodore Tompkins, *Satiation* featured two talented guests at the helm for the series. Carl Schumacher did the honors on Saturday, followed by Dennis Gruidl on Sunday. Also onboard were Juliet Bloxham, Carl Montick, Jim Walton, Steve Bates, Rob Moore, Done Weineke and Noel Wilson.

Results: 1) *Satiation*, Farr 1020, Bill Gorman/Chuck Thomson, EYC, 1,1,1 for 2.2 pts.; 2) *Tres Equis*, Beneteau 10, Rick Lowrey, SYC, 2,2,2 for 6 pts.; 3) *Sangvind*, Farr 48, Jerry Jensen, MYCO, 3,3,5 for 11.0 pts.; 4) *Confusion*, Yamaha 24, Ron Stout, RYC, 6,6,3 for 15 pts.; 5) *Aventura*, BB10, Lon Price, RYC, 4,4,7 for 15 pts.; 6) *Dulcinea*, Killerwhale, Michael Mathlasen, IYC, 7,5,4 for 16.0 pts.; 7) *Mist II*, Columbia 36, Ray Sieker, CPYC, 5,9,11 for 25.0 pts.; 8) *Ouessant*, Farallon Clipper, Mark/Mutter, CYC, 8,12,6 for 26 pts.; 9) *Sonata*, Lapworth 39, Donn Weaver, RYC, 9,8,9 for 26.0 pts.; 10) *Firecracker*, Cal 39-1, Henry Bleuler, SFYC, 15,7,8 for 30.0 pts.

In the SYRA version, light winds made for good tactical racing. This is the first year for this regatta, inspired by the Leonard Delmas Perpetual Trophy awarded to the association on their 25th anniversary. Scott Owens, sailing the Santana 22 *Sunol Warrior* with his dad Tom, John Zazrivy and Tom Parker, appeared to be the winner, although a protest for a rating change by Tony Chargin on the Rhodes 19 *Sinbad* may change that outcome.

Results (Pending protest): 1) *Sunol Warrior*, Santana 22, Scott Owens, PAYC, 3,3,1 for 6.75 pts.; 2) *Sinbad*, Rhodes 19, Tony Chargin, StFYC, 4,1,4, for 8.75 pts.; 3) *Santana* 20, Richard Dangaran, RYC, 1,5,3, for 8.75 pts.; 4) *Tension*, Cal 20, John Nooteboom, CYC, 5,2,2 for 9.0 pts.; 5) *Twilight Zone*, Merit 25, Paul Kamen, CSC, 2,4,6 for 12.0 pts.; 6) *Sloopy*, Ericson 23, Rollin Lippert, TIYC, 6,8,5 for 19.0 pts.; 7) *Electra*, Patricia Wall, 8,6,7 for 21.0 pts.; 8) *Misadventure*, Venture 24, John Kaplanis, CSC, 7,7,DNS for 22 pts.

One Design Class Association

Three hundred fifty boats representing 30 classes qualified to race the One Design Class Association this season. Class sizes varied from the required five boats, to 39 for the popular J/24.

Although the only new class to be admitted to ODCA this year was the Express 27, association president Ed English says that an ongoing effort is being made "to pick up the newer, hotter classes — like the Merit 25 — as they develop". Other ODCA activity in 1984 included implementation of a scheduling matrix whose goal was to tailor race dates, times and courses more closely to what each class wanted, and, through the use of temporary marks, improvements to several courses.

ODCA will be going in a number of different directions in 1985. Although we go to press before plans are finalized at the annual meeting in October, proposed plans include continuation of the drive to seek out and welcome new classes, and to initiate a drive to rejuvenate interest in some of the older classes whose membership has dwindled over the years. Ed expects the class association to work with the YRA to make those temporary course-change buoys permanent, and to try to elicit increased participation in race management from member classes.

Wooden Boat Racing Association

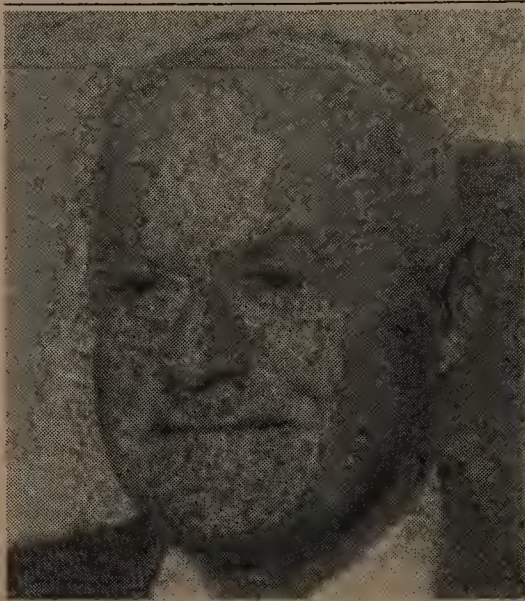
Although 1984 was only the second season of racing for YRA's Wooden Boat Racing Association, the WBRA is new only in name, says president Tom Allen. The parent organization began nearly 20 years as KIF — for Knarrs, IC's (International One Designs) and Folkboats. Gradual assimilation of the Bear and Bird classes within the last few years led to the name change: "We couldn't think of a nice acronym for KBBIF," says Tom.

WBRA consistently registers around 70 boats, none of which are required to be wood anymore. There are currently glass versions of all but the Bears and Birds, and Tom has heard of plans afoot to build glass versions of the latter. It might be the boon this least strong of the WBRA fleets needs to get going again. At 31 member boats, the Knarrs are the most popular class in WBRA.

Including the four St. Francis YC Woodies Invitational races, which are not part of YRA, WBRA ran 24 races this season. At least that many are planned for 1985.

Look for a rundown of HDA season champs in the next issue of *Latitude 38*.

ISLANDER 36 "Absolute"



**RUSS SCHNEIDER
CORINTHIAN YC**

Now, we're not ones to argue with success, but you have to admit Russ Schneider's strategy was just a bit different . . .

"A look at the law of averages shows you race more in heavy air than in light air," he says. "So what I do is carry more crew than most people. The regular crew is eight; I sail with 12. But I'll tell you, you put 11 people on that rail and it really makes a difference. We wouldn't flatten as soon; we wouldn't reef as soon. We'd still be carrying a 150 when everyone else would be struggling with a 130." *Absolute's* crew included Bob Soleway, Chris Morris, Marty Rollings, Charley Yates, Ray Weeks, John Revegno, Art Schwartz, Fred Camron, Steve Legnitto, John Koopman and Charley Pruett, who has been sailing with Schneider since the early '50's.

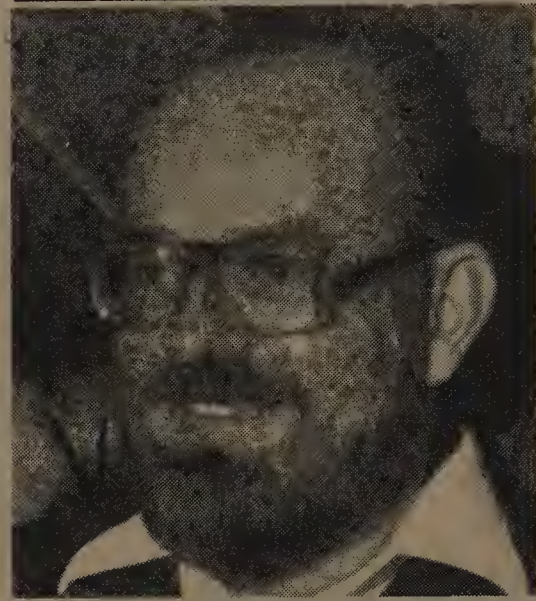
That's another thing — half of *Absolute's* crew are in their late 60's. "They called us the 'over the hill boys' at the club," Russ says, "until we started winning."

The crew practiced by signing up for the Corinthian Friday Night races. Russ also sent four of them to North's "Fast Course" weekend seminar. It all came together to give them the advantage they needed to edge out tough contenders like Eric Warner's *Prima Donna*, Mike Fitz-Gerald's *Shenanigan* and Al Schuman's *Wild Onion*.

Russ will probably take a sabbatical from racing next season to devote full time energy to running his growing industrial filter business, but he'll be back eventually. "This is a great class to race in. Anyone who has one of these boats and doesn't race it is missing out on a lot."

2) *Prima Donna*, Eric Warner, Richmond YC; 3) *Shenanigan*, Mike Fitz-Gerald, Tiburon YC. 14 qualified.

SANTANA 35 "Take Five"



**FRED DOSTER (above)
AND DAVE WOOD
METROPOLITAN YC**

Take Five, one of the most striking Santana 35's around, earned her pretty green stripes this season by winning her class for owners Fred Doster and Dave Wood.

The crew really "earned their stripes" too, reports Doster, who runs a real estate firm in Concord. Regulars Paul Sinz, Bruce Schwab, Don Doyle, Mike Roth, Russ Boudreau and Ralph Lucas and alternates Bob Bergtholdt and Paul Van Vasselar took the boat out at least one evening a week during the series to practice and "maintained as high a degree of maintenance as possible," says Fred. "We didn't break."

Take Five's stiffest competition came from Jim Bonovich's *Wide Load*, Ted Hall's *Celerity* and, before it *did* break, Bob Brockhoff's *Ariel*. In fact, one of the tensest moments of the season for *Take Five* occurred during that last ocean race when *Ariel* struck a rock near Baker Beach.

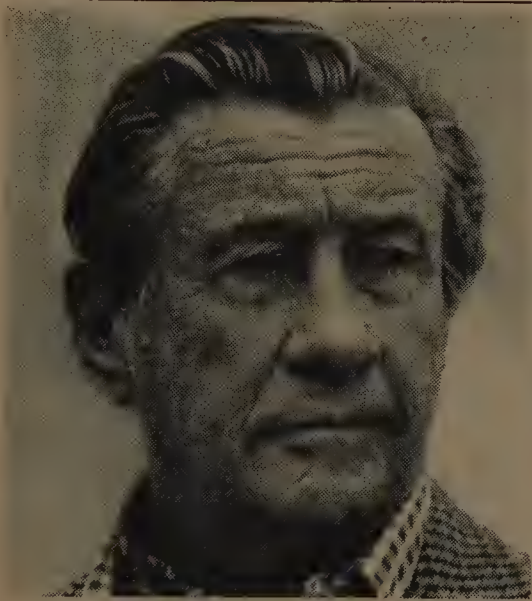
Take Five was hugging the north shore about the time they received word that Brockhoff had driven the damaged boat onto the beach to keep it from sinking. "We were in a panic," says Fred, "especially Paul (Sinz) — Lauren Hoffman on *Ariel* is his girlfriend." Everyone was relieved to hear that all aboard the stricken *Santana* were safe.

The crew, who have earned the boat several thirds and seconds over the years, are living proof that the "try harder" philosophy can get you to number one. If they can keep up the momentum, which they have every intention of doing, they're going to be hard to beat next season.

2) *Celerity*, Ted Hall and George Pedrick, St. Francis YC; 3) *Ariel*, Bob Brockhoff, Santa Cruz YC. 15 qualified.

SEASON CHAMPIONS

NEWPORT 30 "Topgallant"



FRANK HINMAN
SAN FRANCISCO YC

It's been a good year — another good year — for Frank Hinman and his Newport 30 crew. They started off by winning the St. Francis One Design, went on to win their YRA class for the second year in a row, and finished up by winning the Richmond Invitational. Prior to that, Frank had raced *The Gallant*, his Triton, to three national championships and a YRA class win.

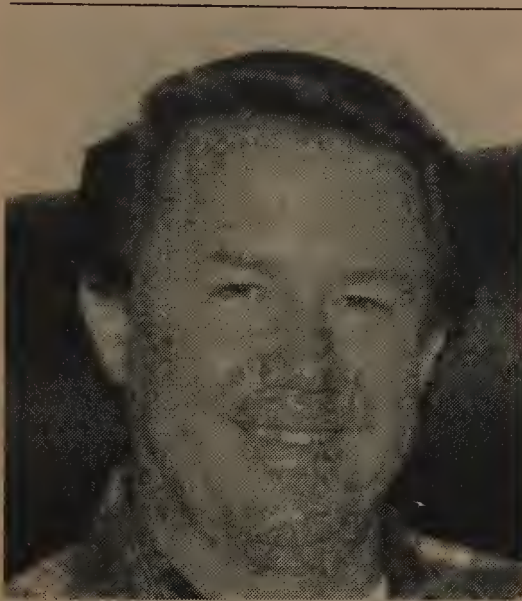
Like most other skippers we talked to this year, Frank attributes a large part of his boat's success to its crew — Harry Humphrey, Phil Fleishman, John Hale and Charles McBurney — who have been sailing together since the early Triton days. "When your crew has been together five, six, seven years, that makes a lot of difference," says Frank, a professor of urology at UCSF. Tactically, Frank concentrates on steering and strategy, depending on his crew to do their respective jobs and advise him on the lay lines and what the competition is up to. It's a good system — after two throwouts, *Topgallant* earned a season score of only 8½ points for seven races.

Competitionwise, Frank specifically mentioned George Van Dolson's *Zinfandel* as giving *Topgallant* some tense moments, but adds that there are six or seven boats in the fleet that are very competitive. "If they'd just stick to it, we'll have a lot closer competition next time."

Until "next time", Frank may keep his crew's skills honed by racing one of the midwinter's series if he can overcome one problem. "They're allergic to rain," he says.

2) **Danville Express**, Andy Hall, Encinal YC; 3) **Zinfandel**, George Van Dolson, Vallejo YC. 13 qualified.

ISLANDER 30 "Antares"



LARRY TELFORD
BERKELEY YC

Larry Telford and *Antares* are sort of a tour de force in the Islander 30 fleet. His victory this year marks the eighth since the series began in 1972.

Larry's Bay experience goes way back. He's sailed aboard everything from dinghies to schooners, worked the foredeck of a Rhodes 33 for five years and competed with his own Columbia 22 from 1968 to 1971, the year the Islander 30 was introduced. On Labor Day, 1971, he took delivery of one of the first 30's on the Bay and has been winning with it ever since.

Telford's "key to success" is his crew — Dr. Fred Conrad, Mike O'Leary, George Wailles, Pat Fabian and son Jim Telford. Although the crew does not go out for practice, per se, competing in the MYCO midwinters series keeps skills sharp.

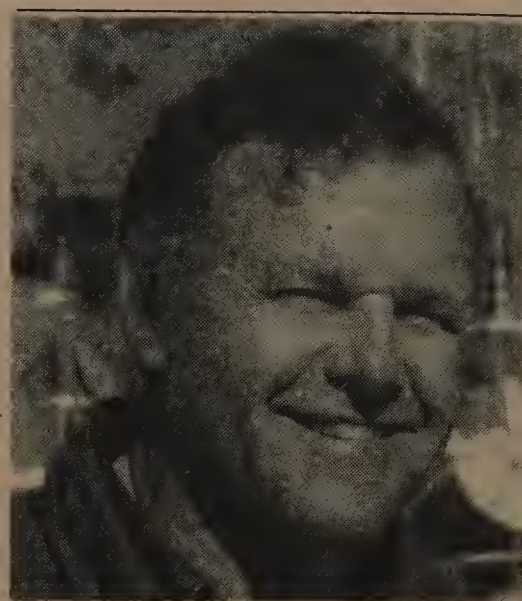
A corporate lawyer and former commodore of the Berkeley YC, Larry typically drops the last race of the spring series, loads his family on the boat and sails up to Steamboat Slough for a little R and R. He's always back in time for the start of the summer races in July.

This year, the boat to beat for *Antares* was Ed Perkins' *Anonymous*, who was only one point behind going into the last two races. "I have to say, though, that I have a great deal of respect for everyone in the class," Larry adds. "All the skippers are damn good."

Will *Antares* be out there next year? "Oh yeah," says Telford. "I have to do something to keep my mind off the office."

2) **Anonymous**, Ed Perkins, Tiburon YC; 3) **Elmer Fudd**, Bill and Susan Nork, Sausalito Cruising Club. 11 qualified.

CAL 2-27 "Sundance II"



LEIGH BRITE
RICHMOND YC

Leigh Brite is becoming somewhat of a fixture in our year-end YRA wrap-up. He appeared here as class champ last year, and won the year before that, as well. His comment this year:

"After three years we have the crew work pretty well down." Hmmm. We guess so. Longtime crewmembers Alice Brite (Leigh's wife), Alan Achilles and Ed Fenolio were joined this year by newcomers Rhys McDonald and Reed Newberg.

Leigh started racing in 12-ft dinghies while he was in school at MIT, helping earn the school an intercollegiate dinghy championship. He has since owned and raced International 14's — "my real love" — Thistles and Stars. He's also brought home a couple of YRA championships in Santana 22's.

Although *Sundance II* is one of the earliest Cal 27's, the boat is no slouch: Leigh, a former electronics engineer who now manages his own real estate properties, sailed it to eight consecutive firsts in the 12-race series and a second and third in his HDA class in 1982 and 1983. Schedule conflicts prevented him from racing both ODCA and HDA this year. Close competition in '84 came from Rollye Wilkerson on *Temptation*, Gary Albright on *Con Carino*, Neil Ross on *Summer* and others. "There are a number of very good skippers in the fleet," Leigh says.

Leigh and crew plan to have the big yellow *Sundance II* out next spring to try for four in a row. Now that his crew has things, ahem, "pretty well down", he'll certainly be the boat to beat.

2) **Summer**, Neil Ross, Richmond YC; 3) **Con Carino**, Gary Albright, Richmond YC. 12 qualified.

J/24 "Frick N Frack"



**BILL CLAUSSEN (above)
AND JIM LINDSEY
RICHMOND YC**

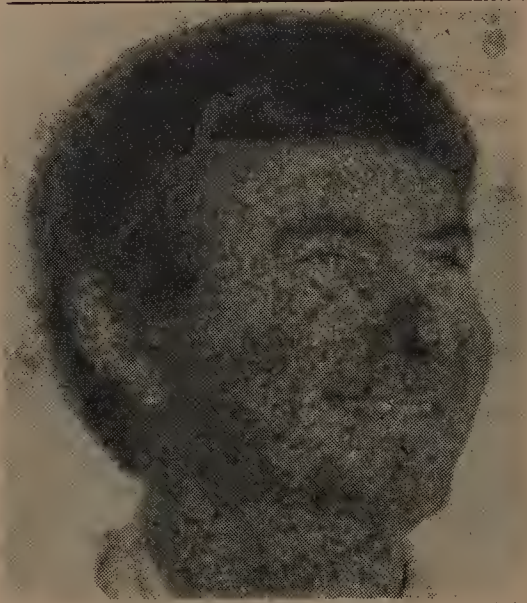
With 39 qualifying boats, the J/24 is once again the largest One design fleet in YRA. And once again, the season champions in that class are Bill Claussen and Jim Lindsey on *Frick N Frack*. Their win marks the fourth in a row for the boat, whose name comes from the nicknames given its owners by fellow racer Connie Bock when they crewed on her 24. The mainstays of *Frick N Frack*'s crew this season were Albert Boyce, Howard Canfield, Kelly Lindsey (Jim's wife) and Jeff Claussen (Bill's son).

Last year, Bill, an Oakland dentist, commented that winning was a combination of everything — good driving, good crew work and experience. This year, partner and co-driver Lindsey added new sails and "a lot of good things that happened to us" to the equation. "I think this year was really special," he says. "There were a lot of reaching courses and we lucked out a lot at the starts. We were in the right place at the right time a lot."

In a fleet this size, there are many tough competitors, "but the toughest is always Harry Allen on *Darvon*," says Jim. About the only thing that wasn't the same this year was the number of collisions — there were a lot fewer. "Every bump on the boat this year was our own fault," says Lindsey.

Claussen and Lindsey plan to campaign *Frick N Frack* once again in '85. And if good things keep happening, they may very well make it five in a row.

RANGER 23 "Moonlight"



**FRED PAXTON
RICHMOND YC**

With competition as hot as it is in the Ranger 23 fleet, errors, like the time *Moonlight* somehow wrapped a spinnaker sheet around its rudder, can be very costly. Fortunately, this class-winning boat's crew are also hot, and they got things untangled enough by season's end to win the championship by half a point — the closest finish ever for the Ranger 23's.

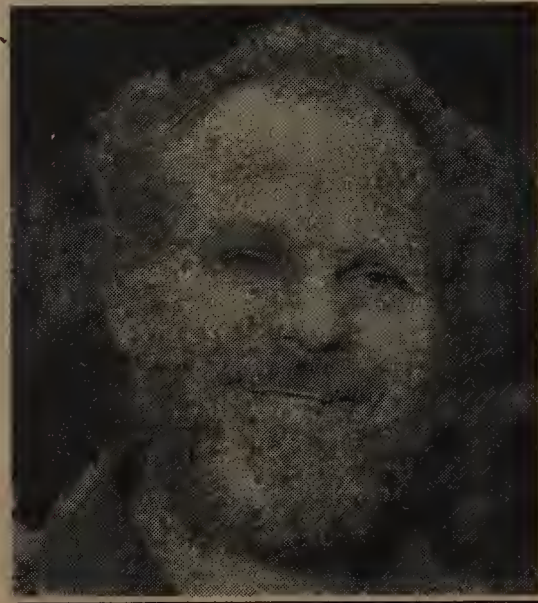
"I owe it all to them," Fred Paxton says of Ralph Joy, Arnie Quan and Bill Sorali, "and to my partner, Chris Penn." Although Chris has retired from racing, Fred says he still uses all Penn's go-fast techniques. "He taught me how to really tune the boat," says Paxton. "He was there in spirit."

After taking last year off, Fred, operations manager for an Oakland chemical company, notes that "the fleet definitely improved while I was gone". Fred's strategy consisted of "just sailing the boat fast and trying to go the right way".

It's a good guess that *Moonlight* is never going to lack for crew volunteers if any spots ever come open. When we finally got Fred to say something about himself, his comment was, "I fix good lunches." Rather than the standard cold sandwiches, the fare on *Moonlight* often includes chips and guacamole, milk shakes . . . "I carry an awful amount of weight in food," he says.

Fred hasn't decided whether or not he'll race in the '85 series, but he is really looking forward to the Ranger 23 owners' "Homecoming" slated for next August. "They're a great bunch of people," he says.

FOLKBOAT "Folkdance"



**CHUCK KAISER
GOLDEN GATE YC**

San Francisco Bay Folkboaters have had ample opportunity to admire Chuck Kaiser's pretty little *Folkdance* this season — it sailed past most of them about 15 times to put Kaiser and his crew, Al Jolly and Ron Hawn, at the top of the heap for the sixth time in the last 20 years.

Kaiser, a field engineer for IBM, has been sailing Folkboats since 1962. He put together his latest fiberglass version in 1979 and has sailed it to many wins, including this year's GGYC Wednesday night series.

It was no piece of cake, though. Although the Folkboats are only allowed to use a main and jib, competition in the class is keen. Chuck's biggest obstacle through the years has been the Waldear family on *Folksong*. First it was Gordon Waldear, then Gordon and his son Mickey. Now it's just Mickey. For the past few years, Chuck's strategy has been, simply, "Try to get in front of Mickey and stay there."

Unfortunately, Chuck says he has had trouble lately finding the "racer's edge" he used to have. On the other hand, he makes fewer tactical mistakes than he used to, the before-race stress is not as bad as it once was, and during the race, he is able to rely on his past experience more. "That doesn't mean everything goes well all the time," he adds. He goes out now to win the series, not for the individual race wins. In other words, he may give up a boat in a race to secure a good finish. Of course, the way Chuck and his crew sail, they don't have to give up very many boats.

1) *Storm Trooper*, Denny Waters, San Francisco YC; 3) *Darvon*, Harry Allen, St. Francis YC. 39 qualified.

2) *Alchemy*, Gary Manners, Richmond YC; 3) *Twisted*, Don Wieneke, Sausalito YC. 13 qualified.

2) *Folksong*, Mickey Waldear, Golden Gate YC; 3) *Daemring*, Don Wilson, Richmond YC. 11 qualified.

KNARR "Second Wind"



**GEORGE SAYRE
ST. FRANCIS YC**

The correct pronunciation of this popular WBRA class depends on whether you're Danish or Norwegian, but class champion George Sayre favors a hard "K". "If you use a soft 'K', people don't know what you're talking about," he says.

Competitors in the fleet sure know what George and his crew, Stewart Scott and son Mark Sayre, were about. In the best 15 of 18 races, they were consistent enough to win the series by one point!

Sayre, an attorney who has owned Knarrs since 1968, says one of the biggest appeals of the class "is that you don't have to be running a corporation to go out sailing. They're fairly simple boats (no spinnakers allowed), but offer a very high caliber of competition." He currently owns both a glass and wooden Knarr but only races *Second Wind* (ex-Kestrel V), the woodie.

The boat almost didn't make it to the first race. Scott only completed extensive rebuilding of the deck and cabin (hence the name change) the day before the race. "The boat came out of the yard at 8 p.m. and was sailed across the Bay in the middle of the night so we could put it together in the morning before the race started," says Sayre.

George stressed that "my crew was as much a part of (the championship) as me. On my boat, where the action is going to weather, Stew, is involved with sail trim and Mark is marvelous at tacking the boat, which is absolutely critical. If you miss a tack and get blanketed, there's no way out."

2) **Adelante**, Grant Settlemeier, St. Francis YC; 3) **Snaps III**, Knud Wibroe, San Francisco YC. 25 qualified.

RESULTS

For classes qualifying 10 or fewer boats

ODCA

Ariel

1) **Jubilee**, Don Morrison, Richmond YC; 2) **Sin Bin**, Janet and Wally Graham, San Francisco YC; 3) **Zoe**, Ernie Rideout, Santa Cruz YC. 8 qualified.

Cal 25

1) **Cinnabar**, Ed Shirk, Cal Sailing Club; 2) **Blue Goose**, Jeff Kurtrock, Cal Sailing Club; 3) (tie) **Wahini U'I**, Al Saporta, Island YC, and **Amistar**, John Speh, San Francisco YC. 5 qualified.

Cal 29

1) **Champagne**, Bruce Easom, Sausalito YC; 2) **Dona Mia**, Van Sargent, Sausalito YC; 3) **Boog-a-loo**, Nancy Rogers and Dennis Andrews, San Francisco YC. 8 qualified.

Cal 34

1) **Prennis**, Paul Bacon, St. Francis YC; 2) **Intrepid Fox**, Tim Fitzmaurice, Cal Sailing Club; 3) **Anne**, George Gazulis, San Francisco YC. 5 qualified.

Catalina 27

1) **II—Shay**, John Jacobs, Island YC; 2) **Freyja**, Ray Nelson, Richmond YC; 3) **Catalyst**, Ed Durbin, Richmond YC. 9 qualified.

Challenger

1) **Contessa**, Robin Hinton, Island YC; 2) **Shay**, Rich Stuart, Sausalito Cruising Club; 3) **Rurik**, George Gromeeko and Norm Carter, Half Moon Bay YC. 6 qualified.

Coronado 25

1) **Ventura**, Ernie Dickson, Richmond YC; 2) **Our Boat**, Frank Lossy, Cal Sailing Club; 3) **Gigl**, Hasan Gumrucku, Sausalito Cruising Club (protest pending). 8 qualified.

Ericson 27

1) **Angel Ann**, Don Herzer, Cal Sailing Club; 2) **Tango II**, Terry Owen, Coyote Point YC; 3) **Charlie**, Jim Mayne, Metropolitan YC. 5 qualified.

Excalibur

1) **Howlin' Owl**, Ray Mann, Tiburon YC; 2) **Perezoso**, Jeff Nehms, Sausalito Cruising Club; 3) **Merlin**, Adam Gambel, St. Francis YC. 7 qualified.

Express 27

1) (tie) **UXB**, Bill Patry, Corinthian YC, and **Friday**, John Liebenberg, Richmond YC; 3) **Beth!**, Mike Beatie, Richmond YC. 5 qualified.

Gladiator

1) **Cat's Paw**, Don Walder, Tiburon YC; 2) **Windjammer**, Ferd and Scott Voelker, Richmond YC; 3) **Minerva**, Bill Johnson, Island YC. 5 qualified.

Golden Gate

1) **Sanderling**, Tom Anderson, St. Francis YC; 2) **Pajarita**, Rob MacDonald, Corinthian YC; 3) **Phoebe**, Bu Nygrens, Island YC. 6 qualified.

Hawkfarm

1) **Hotcakes**, Len Cheney, Richmond YC;

2) **Cannonball**, Rick Schuldt, Richmond YC; 3) **El Gavilan**, Jocelyn Nash, Richmond YC. 8 qualified.

Islander Bahama

1) **Constellation**, John Super and John Lincoln, Sausalito CC; 2) **Alternative**, Mike Sheets, Palo Alto YC; 3) **Artesian**, Ken Speer, Cal Sailing Club. 5 qualified.

Islander 28

1) **Shanghai**, Ken Jesmore, St. Francis YC; 2) **Joe Cuervo**, Sam Hock, Sausalito YC; 3) **Sagitta**, Fred Conta, Tiburon YC. 7 qualified.

J/29 and J/30

1) **Decisive**, Gene Conner, St. Francis YC; 2) **JC and Me**, Paul Kovec, Palo Alto YC; 3) **Hot Stuff**, Erlene Tankersley and Howard Macken, Sausalito YC. 7 qualified.

Moore 24

1) **Adlos**, Scott Walecka, Santa Cruz YC; 2) **Twice 24**, Dough Sheeks, Cal Sailing Club; 3) **Popeye**, Jerry Huffaker, Richmond YC. 7 qualified.

Newport 28

1) **Slithy Tove**, Ryan Gaskin, Island YC; 2) **High Appraisal**, Pat Lane, Vallejo YC; 3) **Farsund**, Stan Hansen, Aeolian YC. 6 qualified.

Olson 30

1) **Carina**, Tim Lane, Richmond YC; 2) **Navstar**, Jennifer Dunbar, Santa Cruz YC; 3) **Naked Aggression**, Perry Matthews, St. Francis YC. 9 qualified.

Ranger 26

1) **Mariner**, Bruce Darby, St. Francis YC; 2) **MyToy**, David Adams, Presidio YC; 3) **Onager**, Mike Creazzi, Sausalito YC. 6 qualified.

Tartan Ten

1) **Spartan**, Robert Potter, St. Francis YC; 2) **Sportin Life**, Greg Pfeiffer, Cal Sailing Club; 3) **QE3**, R.J. Bates, St. Francis YC. 6 qualified.

Thunderbird

1) **Crazy Jane**, Doug Carroll, Golden Gate YC; 2) **Lyric**, Jim Newport, Oakland YC; 3) **Ethel-O**, Jim Graham, San Rafael YC. 3 qualified.

Triton

1) **Mintaka**, Gerry Brown, Palo Alto YC; 2) **Whitecap**, Al Poshusta, Sausalito YC; 3) **Windswept**, Jim Bartlett, Sausalito YC. 8 qualified.

WBRA

Bear

1) **Smokey**, Stephen Robertson, St. Francis YC; 2) **Trigger**, Scott Cauchois, San Francisco YC; 3) **Little Dipper**, Joe Bambara, Sausalito Cruising Club. 7 qualified.

Bird

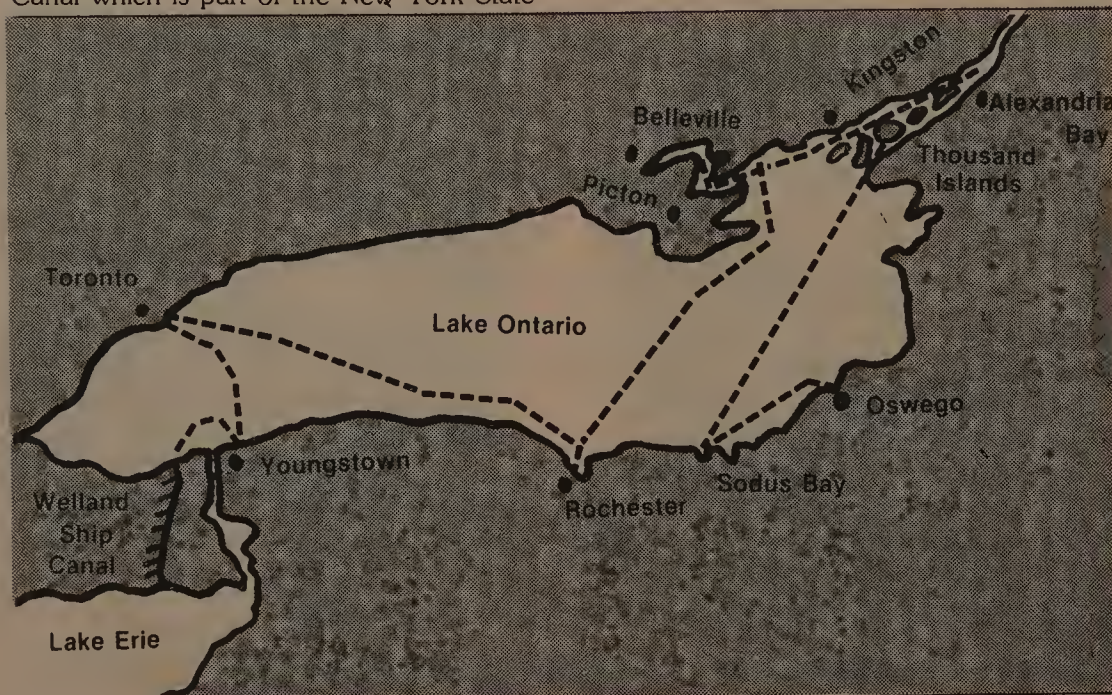
1) **Kookaburra**, Jim Van Dyke, Stockton Sailing Club; 2) **Puffin**, John Diani, Corinthian YC; 3) **Teal**, Bill Van Dyke, Stockton Sailing Club. 6 qualified.

IOD

1) **Quickstep II**, George Degnan, Richmond YC; 2) **Undine**, Bob Grigsby, St. Francis YC; 3) **Assagal**, Bill and Mark Heer, St. Francis YC. 9 qualified.

'MR. MEXICO' CRUISES

This report is being composed as we are cruising down the famous Erie Canal which is part of the New York State



'Mr. Mexico's' north country course.

barge system. A description and brief history of this famous Waterway will be included in our next report.

Going back to where we left off, I would like to backtrack for a few moments and add a couple of comments on the Welland Canal. The Welland Canal connects Port Colburn on Lake Erie and Port Weller on Lake Ontario. It is 22 miles long and has eight locks. The Canal is a major transportation vehical for the oreships on their way from Minnesota to the St. Lawrence Sea-

feet in length. We experienced a smooth passage, and the Canadian Canal people are extremely efficient, getting us through the entire system in just under eight hours. We left the Canal at 11:30 in the evening only to encounter rain, hail, and crackling lightning that lit up Lake Ontario like daylight. Turning to starboard we sailed to Youngstown, New York, a distance of eight miles passing in between historic Ft. Niagara and Ft. George (on the Canadian side) as we entered the Niagara River. Looking for a mooring at 1:00 in the morning in front of the Youngstown Yacht Club was a little more difficult than I had anticipated since when I left Youngstown in the middle '40's there were less than 25 boats mooring and now there is in excess of 200. The next morning we moved in to the guest dock at the Youngstown Yacht Club where we were warmly received after all these many years. The yacht club has undergone extensive renovations with a top notch junior sailing program, fine cuisine six nights a week, a very large guest dock, first-rate cleansing facilities, a well-stocked marine supply store run by Bob and Barbara Finn, and a dock master on duty full time.

On terra firma 'Mr. Mexico' is John Williamson of Saratoga. He earned his nickname by having sailed his boats in more races to Mexico than any other human on the face of the earth. This month's is the third in a series of articles about his circumnavigation of North America on his Off-shore 47, Pericus. Earlier installments of Mr. Mexico's cross-country travels appeared in Volumes 84 and 86. We expect to receive further reports — and photographs — as Pericus continues down the east coast and into the Caribbean.

way. The locks can handle ships up to 550 feet in length, and while I do not recall the exact width of the locks, I do know that the ship behind us had less than a foot clearance on either side and this vessel was over 400

The bar and barroom have not changed in length or in breadth in 40 years but sad to say the slot machines are no longer in existence. The club runs a very efficient shore boat service to those wishing to moor out,

and ice and telephone facilities are within 50 feet.

After renewing old acquaintances and numerous cocktail parties in our honor and spending some time with relatives, we sailed across Lake Ontario — a distance of 28 miles — to visit the city of Toronto. We were guests of the Royal Canadian Yacht Club which sits on an island in the middle of Toronto Harbor. Persons wishing to leave the island must do so on one of the two steam launches run by the Royal Canadian Yacht Club. These launches were originally built for the club in 1903 and were converted from steam to diesel some 40 years ago.

Unless you are an employee of the club you cannot ride on these launches without a coat and tie. Cravat is permissable in place of a tie and short pants are accepted provided knee socks are worn with said short pants. Ladies must wear either dresses, skirts or pants with a blouse and jacket. This rule of attire is in effect in the dining room, cocktail lounge and certain designated areas of the



After touring the Chinese section of Toronto, the Eaton Center, and the Farmer's Market, we headed back across Lake On-

club grounds.

In order to bowl on the club lawn (which is a tradition on Sunday mornings) blazers, white flannels, white shoes, white shirt and ties are required for the male bowler and the female bowlers must wear a white dress with a white sunhat. The dining room at the RCYC is very formal with food on par with most of the best restaurants in San Francisco. The service is superb and the choice of each course during the dinner is extensive.

There is a small snack bar available for those yachtsmen in sailing attire. The club maintains their own marine railway, hoist, wood shop, mechanic, marine supply store, battery shop with pump out gas and diesel facilities. The club offers a number of professional tennis courts and a swimming pool with excellent changing accommodations. I cannot say enough for the hospitality, friendliness and courtesy that were afforded us by

Sweater. On 'Mr. Mexico'?

this yacht club that, pardoning the pun, makes the St. Francis look like a second class citizen. (This last statement was not written with Jill Jordan's whole-hearted approval).

The RCYC has the largest contingent of 8 Meters anywhere in the United States. All of these grand old boats were constructed of wood some dating back as far as the late 20s. Each one has been extensively refurbished and they are now preparing for the 8 Meter world championships which will be hosted by the RCYC later on in the month. There are at least eight which claim RCYC as their home port and two others that are from Port Credit which is just down the lake a few miles. Another 8 Meter from Rochester, whose accomplishments I will go into later in this article, will be joining the aforementioned ten for this regatta as well as 8 Meters from all over the world, some even being flown in. (Hank Easom would have his hands full here).



What do you know, they've got these up here, too.

tario to celebrate the 4th of July with our friends at the Youngstown YC.

The morning of the 4th we were guests of the Mark Smiths on their cruisers. The Smiths took us up the Niagara River under the Lewiston Bridge to a spot where the whirlpools from the Niagara River begin. We then made a U-turn and came back down the river a few miles to a lovely cove where we anchored and enjoyed a picnic lunch with other friends. The evening was spent at the Youngstown YC listening to a energetic Dixie Land Band and partaking in 4th of July refreshments.

As it was time to move on the next day we headed for Rochester, New York tying up for two days at the Rochester Yacht Club. The city of Rochester and the club were busily preparing for the arrival of the Tall Ships which were due the following week. Rochester YC offers a first class dining room, good showers, tennis courts and swimming pool. The harbormaster could not have been

YACHT CLUB CLEANSING FACILITY EVALUATION

1. Waukegan YC (Illinois)	Good
2. Chicago YC	Good
3. White Lake YC (Michigan)	Fair, very clean
4. Machinac Island YC	Good, \$2 charge
5. Alphina YC (Michigan)	No facilities
6. Port Huron YC (Michigan)	Fair
7. Grosse Point YC	Poor, not accepted here
8. Bayview YC (Detroit)	Good, very accommodating
9. Put-In-Bay YC (Lake Erie)	Poor, guests not very welcome
10. Youngstown YC	Good, clean, but scarcity of soap
11. Royal Canadian YC	Excellent, even furnished towels
12. Rochester YC	Good, but remodeling needed
13. Bay of Quinte YC	Fair and charges unreasonable
14. Prince Edward YC	Very poor
15. Kingston YC	Facilities in process of being enlarged
16. Thousand Islands	Private, commercial facilities, very nice

more helpful and the harbor is well-protected from all wind directions.

While in Rochester we had the opportunity to view the modifications being made on the 8 Meter *Iroquis*. *Iroquis* is the 8 Meter that Gene Van Voorhis of Rochester won the world 8 Meter championship a few years ago in Sweden. I believe there was an article in *Sail* magazine about a year ago on his accomplishments.

From Rochester it was time to cruise the Bay of Quinte. We left Rochester in the morning and traversed the widest part of Lake Ontario which is 51 miles to Presquille Point, the entrance to the Bay of Quinte and then proceeded through Presquille Bay and the Murray Canal (seven miles) to the town of Belleville, Ontario, where we spent a quiet evening aboard *Pericus*.

The next day we proceeded to Picton, Ontario, planning to spend the night at either the Prince Edward Yacht Club or the Prince Edward Cruising Club. Neither of these facilities were up to our expectations so we decided to continue on to a spot I use to visit as a boy called Prinyar's Cove. We dropped anchor in a well protected spot in 12 feet of good Canadian mud. Incidentally, this is the first time the anchor has been out of the well on the trip. Unfortunately Prinyar's Cove has succumbed to the advances of the time. It has now acquired numerous cottages, a gas dock, a restaurant, boaters with dogs and babies and boaters with loud music. I would not recommend the restaurant to anyone, but I must commend the very efficient taxi service provided by the eating establishment for its patrons.

From Prinyar's it was just a hop, skip and a jump 32 miles to the historic city of Kingston, Ontario (which was also preparing for the arrival of the Tall Ships). This is a

The good, bad and the smugly.

most delightful and charming city. We tied up at a brand new dock in the municipal marina with the Ramada Inn acting as a shield from the northerly winds.

Kingston is the home of Queen's College, the largest university in Canada (25,000 students), two men's prisons, the only women's prison in Canada, an insane asylum, a marine museum, and historic Fort Henry.

There are many quaint antique shops, sumptuous restaurants and some interesting specialty food shops.

One of the highlights of Kingston was our tour of Fort Henry which is run by the cadets of the Royal Military College in Kingston and these cadets follow the book to the last dot. The furnishings in the fort are original antiques, and the cadets' uniforms, circa 1860, are made by hand at the fort.

From Kingston we decided it was time to explore the heralded beauty that we had heard so much about of the Thousand Islands. We sailed to Alexandria Bay, New York, and found a most convenient dock at Hutchinson's Boat Yard with post office, showers, fuel, ice, all within 100 feet. It was a short walk to town. We found many delightful restaurants serving Maine lobster at \$11.95 for a full dinner during the week and \$8.75 on Friday night specials. Alexandria Bay is a quaint historic town and has played an important part in the history of the St. Lawrence River. Today it is a stepping-off point for exploring the Thousand Islands, three-hour river cruises and transportation to the historic Boldt Castle. In addition it serves as a central provisioning stop for the thousands of cottage owners who visit during the

summer. The town today has its red carpet out for the tourist with every other store being a bar or a restaurant with popcorn, cotton candy, salt water taffy, glass shops and just plain tourist junk thrown in between.

We took a tour of the world famous Boldt Castle which is named after George C. Boldt, a depression immigrant who owned the Waldorf-Astoria and the Bellevue-Stratford Hotel in Philadelphia. Construction on the castle started in 1900 and was to be a present to his beloved wife Louise. The castle consists of 120 rooms built out of steel and concrete with such amenities as a ballroom, powerhouse, playhouse, yacht house, swimming pool, etc.

Two years and two million dollars after work had begun and before it could be completed, George Boldt's wife passed away at the tender age of 32. The superintendent received a telegram which read "stop the work". Stunned, the workmen lay down their shovels and hammers, never to take them up again. Sadly, those at the castle departed, abandoning the island. The architectural triumph would never be complete; the standing castle was doomed. Local knowledge says that Louise did not die, but ran off with one of the servants.

We visited our friends the McNallys of Rand & McNally publishing firm aboard their magnificent houseboat *La Duchesse*. This houseboat was built in the early 1900's by George Boldt as a gift for his wife Louise so she could enjoy the St. Lawrence River. When Louise died the entire estate along with the houseboat was sold to millionaire Edward Noble of Life Savers, Inc. The houseboat went unused, deteriorated and eventually sank. At a cocktail party one night in 1943, Noble mentioned the houseboat to his friend Andrew McNally, and offered to sell it for a dollar. McNally bought the boat and after the war began to restore it to its natural beauty. *La Duchesse* is 105 feet long, 20 feet wide, contains ten bedrooms, five baths, a living room, dining room and kitchen. The interior is paneled in walnut with oak floors, and polished brass trim.

Extending our stay in the Thousand Islands, it was time to proceed on to Sodus Bay, New York. This was an overnight sail so we could arrive early in the morning, and other than having some difficulty in ascertaining whether we had passed the light at the Duck and Galoo's Islands, it was an un-

eventful trip and most pleasant.

After an overnight 90-mile trip, we arrived in Sodus Bay some 39 miles north of Rochester, New York. We had been advised while in Rochester that Sill's boatyard in Sodus Bay was the place to have our mast unsteepped for our trip through the Oswego and Erie Canals. Whoever made this suggestion certainly knew what they were talking about since the yard was excellent. The work both on the engine and some repairs on the teak (bright work) were the highest degree of professionalism. I certainly hope that some of our Bay Area boatyards take notice that yard work at this first-class yard is \$20 per hour whether it be labor on engines, wood or fiberglass. I almost stayed there a month to correct all my maintenance problems.

Sodus Bay is a summer resort community consisting of 400 souls in the winter and 4,000 residents in the summer. It is a great place to lay back and rest and do a little antiquing if one so desires. Surprisingly enough

I would not
recommend the
restaurant to
anyone, but I must
commend the
taxi service.

there are 11 restaurants in this little community.

Stewy Sills, who is the owner of Sill's Boatyard, is well known for his love of wooden boats and the restoration of these

vintage yachts. In fact he has been responsible for restoring most of the old "R" boats now sailing on the Great Lakes. He has also done a great deal of renovation on many of the 8 Meters mentioned earlier in this article, and it appeared while we were there that he would be doing the finish work on *Iroquis*, the defending world 8 Meter champion.

As we were getting a little bored with 9:00 bed times, we decided the time had come for the big canal trip. Our initial plans were to leave Sodus Bay for Oswego, where the entrance to the Oswego Canal begins, early in the day, a distance of 26 miles, and spend the evening in Oswego in preparation for entering the canal early in the morning. However arriving in Oswego at 14:45 and learning that the canal entrance lock was on an on-the-hour schedule, we decided to proceed through our first lock. This new journey of the *Pericus* (Oswego Canal, Erie Canal, Hudson River, New York, and the East River) will be the subject of our next correspondence.

— jill jordan for mr. mexico

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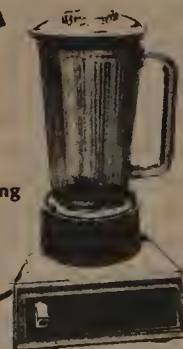
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WARMING UP

Like all cool weather sportsmen, sailors have long had to tangle with the problem of temperature control. No matter how many sweaters, flannel shirts, jackets or vests we've piled on or peeled off, it often seemed like we were always either too hot or too cold — and usually ended up the latter. Until recently the problem has been acute enough, especially at this time of the year, that it has undoubtedly driven many newcomers away from boating, and many old-comers to rationalize that being wet and half frozen is just part of the price you pay for having fun.

Fortunately, new thinking along the keep-warm lines over the last few years holds the promise of never having to say you're frozen again. It, too, is based on the layering principle, but this time each layer is assigned a specific purpose and position. To understand how it works — and how come the "old" system doesn't always — let's go back for a moment to Physiology 101.

Heat is a byproduct of muscular activity in all mammals. Even at rest, our muscles "work" enough to maintain our body temperature. It follows, then, that the more active one is, the more heat the muscles will give off and the warmer we'll become or, to look at it another way, the less clothing we need to maintain the right body temperature. That's why runners can be in shorts and tank tops while the spectators are all dressed like the Michelin Man.

Problems and contradictions arise when the activity in question involves periods of both activity and inactivity — like sailing. (Even more problems arise when the activity involves lots of water or wind, but we'll get into that later.) You can be perfectly comfortable in your 27 snowsuits while sitting in the cockpit on a blustery December afternoon, but as soon as you start grinding winches, changing sails or whatever, your muscles will heat up and before long, you're sweating like a pig and your inner layer of conventional clothing is soaking wet.

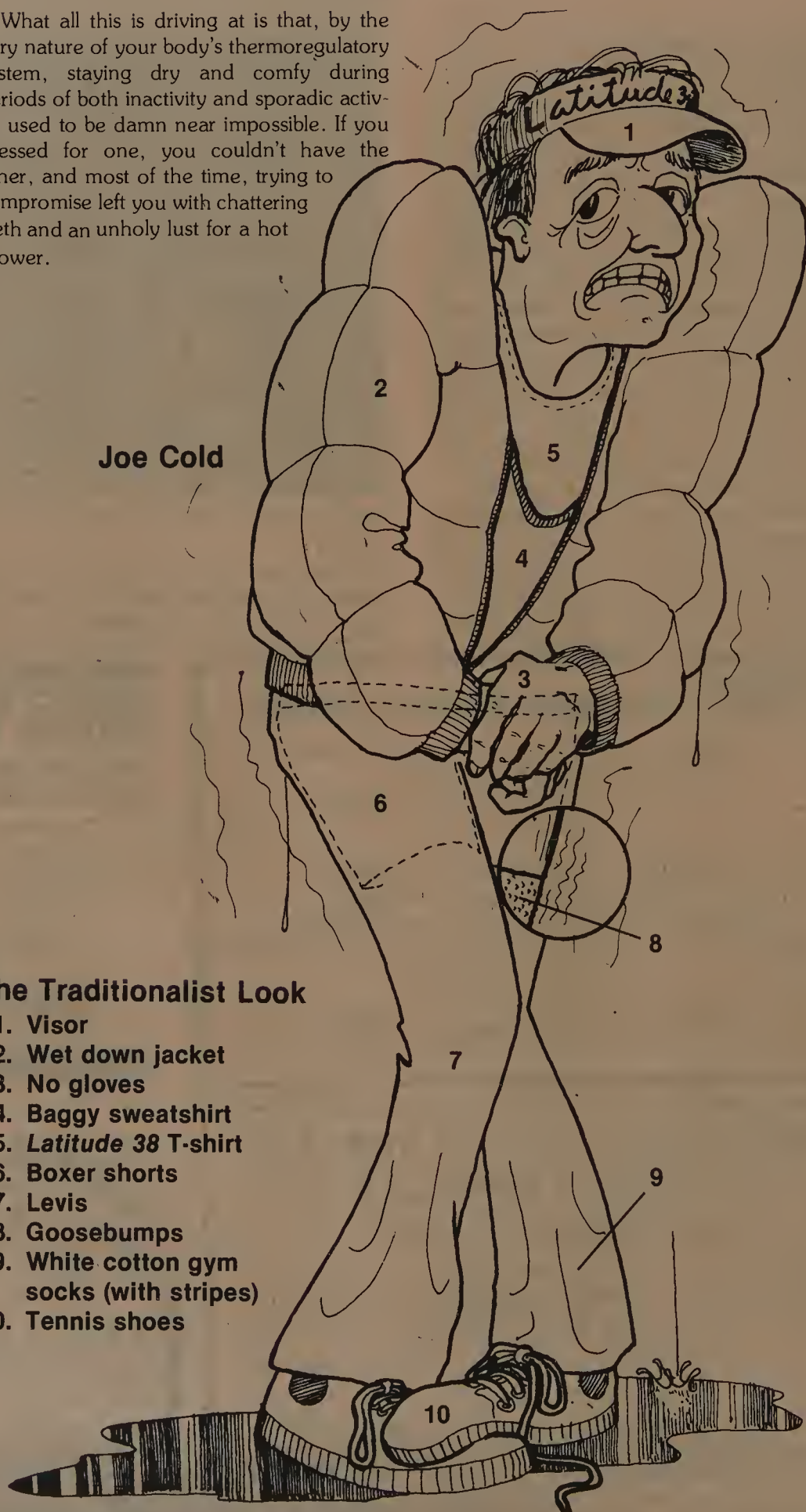
Now water, whether it's in the form of sweat, spray or Perrier, reduces the insulative properties of down, cotton and wool to zero. In some cases, worse than zero. Wet clothing can actually wick warmth away from your body at a much faster rate than would bare skin. If you doubt this, attend the first wet t-shirt contest you can find next year and — in the interests of furthering scientific knowledge of course — observe how fast the contestants dry out afterwards. You'll be surprised how long that t-shirt stays damp and cool after the rest is dry and toasty.

What all this is driving at is that, by the very nature of your body's thermoregulatory system, staying dry and comfy during periods of both inactivity and sporadic activity used to be damn near impossible. If you dressed for one, you couldn't have the other, and most of the time, trying to compromise left you with chattering teeth and an unholy lust for a hot shower.

Joe Cold

The Traditionalist Look

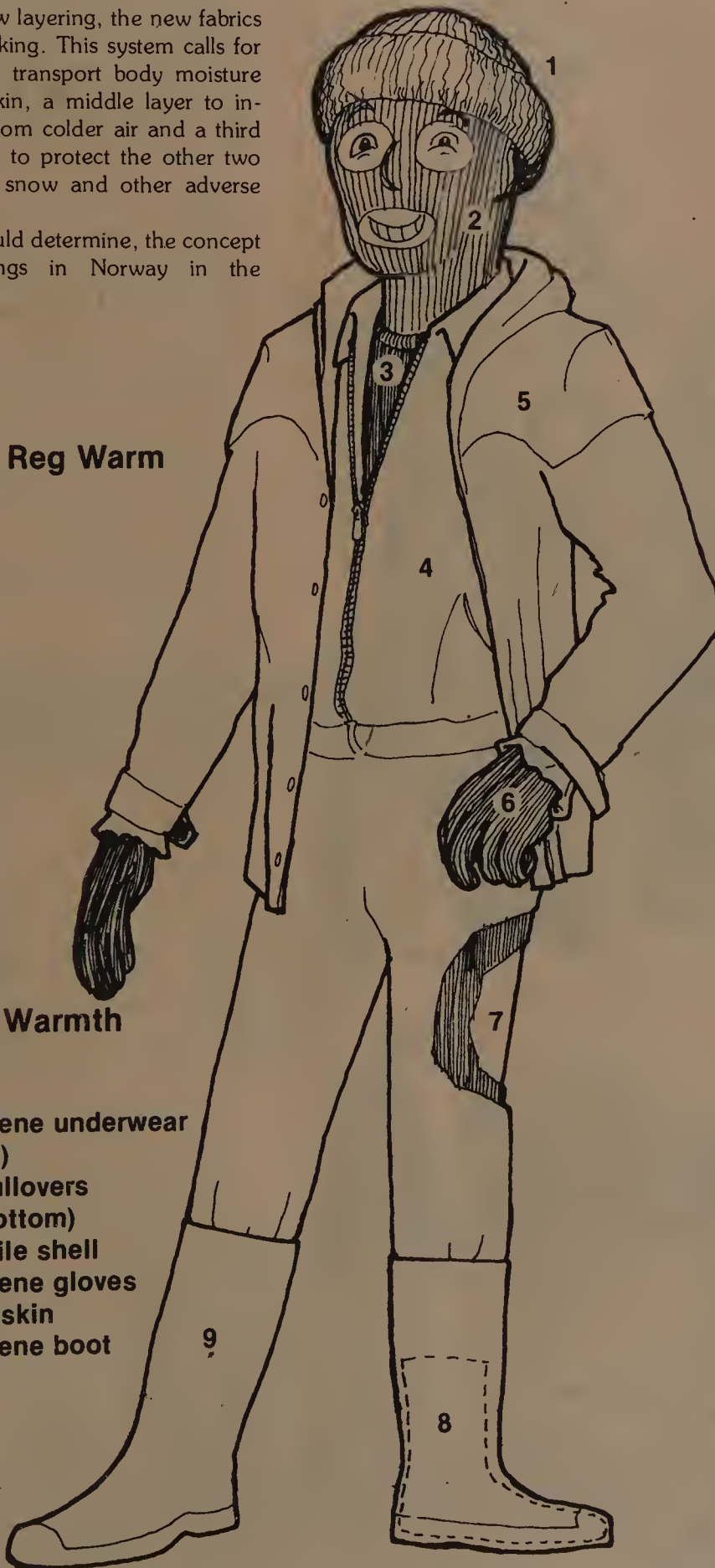
1. Visor
2. Wet down jacket
3. No gloves
4. Baggy sweatshirt
5. *Latitude 38* T-shirt
6. Boxer shorts
7. Levis
8. Goosebumps
9. White cotton gym socks (with stripes)
10. Tennis shoes



Enter the new layering, the new fabrics and the new thinking. This system calls for an inner layer to transport body moisture away from the skin, a middle layer to insulate the body from colder air and a third layer, if required, to protect the other two from wind, rain, snow and other adverse conditions.

As far as we could determine, the concept had its beginnings in Norway in the

Reg Warm



New Wave Warmth

1. Watchcap
2. Balaclava
3. Polypropylene underwear (full length)
4. Bunting pullovers (top and bottom)
5. Nylon or pile shell
6. Polypropylene gloves
7. Warm, dry skin
8. Polypropylene boot liners
9. Sea boots

mid-60's. Responding to complaints from athletes that sweat made conventional underwear cold and uncomfortable, Johan Mikkelsen discovered that underwear made of polypropylene provided a thin, lightweight, elastic fabric that insulated well. Not only did it not absorb sweat, but actually carried it away from the skin's surface. This allowed the skin to dry quickly and the body to more easily stabilize its temperature. Although Mikkelsen's LIFA weave is now made and distributed exclusively by Helly-Hansen in the U.S., polypropylene underwear of one sort or another forms the basis and "first layer" of the warmth-maintaining system of almost every sports-oriented clothing manufacturer today. Its closest competitor, chlorofiber, which is really PVC (polyvinyl chloride), is also an excellent insulator, although it absorbs slightly more moisture than polypropylene.

So okay, our inner layer is made out of the same stuff as floating line, garbage bags and plastic plumbing. If that makes sense, it seems only logical that the most popular middle layer garments are made of polyester — the same product that comprises a good part of a fiberglass boat's hull. Incidentally, all three synthetics are petroleum based. If any of them enhance your warmth and enjoyment of sailing on a gray and vile day, thank a dinosaur.

If the purpose of the inner layer is to keep the inner you drier and more comfortable, the main objective of the middle layer is to provide whatever degree of supplementary insulation you need to stay warm. Actually, "maintain body temperature" is a more accurate concept here. Styling and social mores aside, the main function of clothing of any type in cold weather is to provide the wearer's body with the insulation it needs to maintain 98.6. Polypropylene and chlorofiber have the added feature of giving the body a chance to cool itself if the need arises.

The most important added feature of the lightweight and wonderfully insulative piles, bunting or combination-fabric middle layer garments is their abilities to retain — with minimum absorption — the moisture that comes through the first layer. As sweat migrates out from the skin through the inner layer, fibers in the polyesters, Du Pont Quallofil or 3M Thinsulate pick up the moisture and spread it throughout their huge surface area. This comes in particularly handy under foulies — the most typical outer layer for sailors. Without this feature, the foul weather gear can load up with condensation from the sweat and become cold, clammy



make much sense to buy el cheapo foulies. A final word on the outer layer: If the spray is at a minimum, you might opt to go without your foulies. Middle layer garments come with a variety of wind and water repellent outer coatings and liners.

So how effective is the system?

"I might get bored, frustrated and frightened, but I am never cold," wrote single-handed round-the-world racer Dan Byrne. "My polypropylene long johns and pile pants and jacket keep me comfortable day and night in cabin temperatures that range from 58 to 64 degrees. With my foul weather gear on over the pile clothing, I perspire when I'm working on deck in 36-degree weather with the wind blowing 30 knots. Fingers get a little numb if I'm unfastening shackles or what have you. I have pile boots that slip on over my feet inside my rubber boots. They keep my feet warm on deck and in my sleeping bag at night."

Now to shatter your dreams of temperate Nirvana. The system and its components are not without their drawbacks. The most notable of these is price. For what it would cost to outfit two people with the latest inner and middle layer garments, including booties, glove liners and balaclavas, you could install one of those nifty little brass-trimmed heaters in your boat and have money left over for a whole winter's supply of fuel. A viable alternative to buying the whole shooting match is to substitute conventional clothing for the middle layer. Rather than throwing away that good old wool sweater or down vest, use it as a middle layer over the polypropylene or chlorofiber inner layer. Even if it does load up eventually with sweat, at least the inner layer will keep most of it away from your skin. In this case, of course, foulies would be extra important for protecting the middle layer from outside water.

Another problem involves people who are either allergic to synthetics or don't particularly care for the slinky-like feel of the stuff. Manufacturers have overcome this glitch to a large degree by offering cotton blend or cotton-lined inner layers.

A third area of difficulty involves care. Although generally rough and tumble and long lasting, polypropylene is particularly sensitive to heat. Most washing and drying instructions indicate low or no heat, and cigarettes, hot pans or, God forbid, irons are

Afghan rebels on a captured Russian personnel carrier. The chap on the left is wearing a polyester pile jacket, which unfortunately is not yet available in a bulletproof blend.

even when drenched, and they all dry fast.

As mentioned, the purpose of the outer layer is to protect the integrity and efficiency of the inner two. There is enough written about the foibles of foul weather gear that it needs no reiteration here except to say that if you decide to go with any of the state of the art keep-warms we've mentioned, it doesn't

BEVERLY JOHNSON

and, well, foul. With the middle layer, the moisture-retention effect can be so pronounced that you may not even notice small leaks in your foulies because the middle layer picks them up. If there's no need for the outer layer, the pile and bunting that, depending on style and density, breathes to some extent, will flash off its moisture, affecting even more efficient temperature control. Incidentally, unlike their conventional counterparts, all the products mentioned so far retain most of their insulative properties

TO WINTER SAILING

to be avoided at all costs. The problem is not flammability, it's meltability. The stuff goes into the liquid mode at a relatively low temperature and close encounters with a heat source can render it molten mush in short order. Keep bleach and dry cleaners away from it, too.

That brings us to fit. No matter how high-tech, improperly-fit clothing can make you just as miserable — well, close, anyway — as the wrong kind of clothing. Insulation of any kind depends on intimate contact with the skin, so with the polypropylene or chlorofiber first layer, choose the size and length that hugs your bod. That's "hug" as in "just this side of snug".

Proper fit is also important in the middle layer, and since this is the one that will be most visible, the piles, buntings and composite garments in this category come in a blizzard of shapes, sizes, densities, weights and colors. Many feature specialized liners to enhance comfort and moisture migration on the inside or wind, spray and abrasion

resistance on the outside. And don't overlook close-fitting cuffs and collars. Notorious heat-loss areas of the human body include

"I perspire when I'm working on deck in 36-degree weather with the wind blowing 30 knots."

ankles, wrists, neck and head, so the more protection you can supply there, the more comfortable you'll be. Conversely, when you do need to cool down, try opening these areas to the air first.

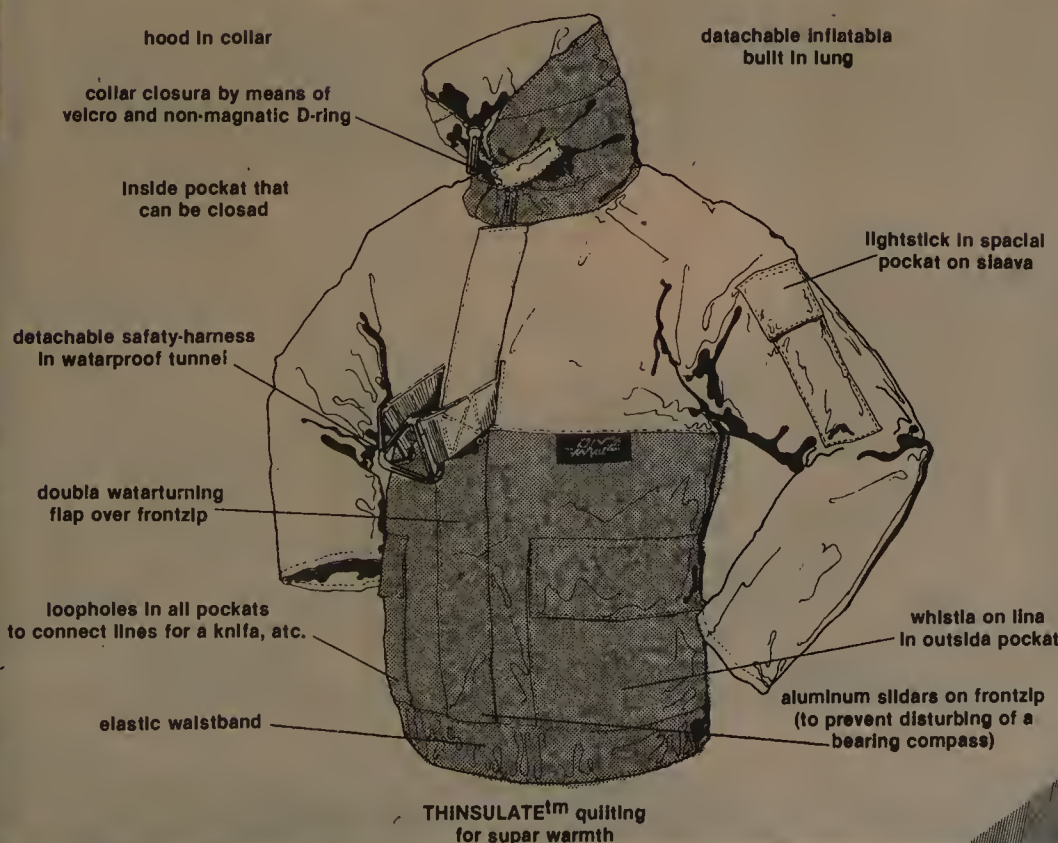
Generally speaking, the medium

weights in both inner and middle layer clothing will suffice for winter sailing on the Bay. For those extra-cold days, you can add another light or medium weight inner or middle layer, or opt for an expedition-weight outfit in one layer or the other. Unless you're planning on bouncing off a few icebergs and don't mind risking spontaneous combustion, you'll probably be too warm in two layers of the heavy stuff. Stylewise, small boat sailors might think along the lines of the full-length long john or farmer john garments that won't bunch up or hike up while they're hiking out. Bigger boat sailors will probably opt for the versatility of separate uppers and lowers so they can more easily shed or don layers to suit the occasion.

As a final note, we'd like to pass on some advice we heard years ago from a wise and experienced old sea dog: "It's easier to stay warm than get that way." The only difference between then and now is that now heeding those words is as easily said as done. If you're willing and able to put out the bucks, increasing your enjoyment of cool-weather sailing will, literally, be no sweat.

— latitude 38 — jr

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TRYING TO REASON

Well into the La Paz race a few years ago, the boats received a weather report to the effect that a brewing tropical storm some 500 miles off the coast of Mexico had been upgraded to a hurricane. The owner/skipper of the leading boat immediately ordered the spinnaker down and began making plans to run for the nearest hurricane hole. By the time the crew convinced the frightened skipper that there was no immediate danger, the race was lost. The boat ended up finishing dead last.

Although perhaps extreme, this illustration serves well to underscore the attitude many sailors have about hurricanes. Ask a dozen people how, when and where hurricanes form and you'll get seven different answers, two blank looks and three shrugs. If the turnout at our recent Mexico Crew List Party is any indication, however, there are going to be a lot of folks heading down south this winter, and we thought it was about time to get the real lowdown on what this hurricane business is all about.

The Eastern Pacific Hurricane Center, located in Redwood City, is responsible for identifying and tracking all tropical cyclones in this corner of the world. The borders of this area are the Equator to the south, roughly latitude 30 to the north — few hurri-

the same thing.

Officially, the hurricane season in the Eastern Pacific region runs from the middle of May to the middle of November, with the primary activity in August and September. Nonetheless many cruising sailors start heading south to Mexico until sometime in May. What kind of risks are such yachties running?

With regard to November, not a single one

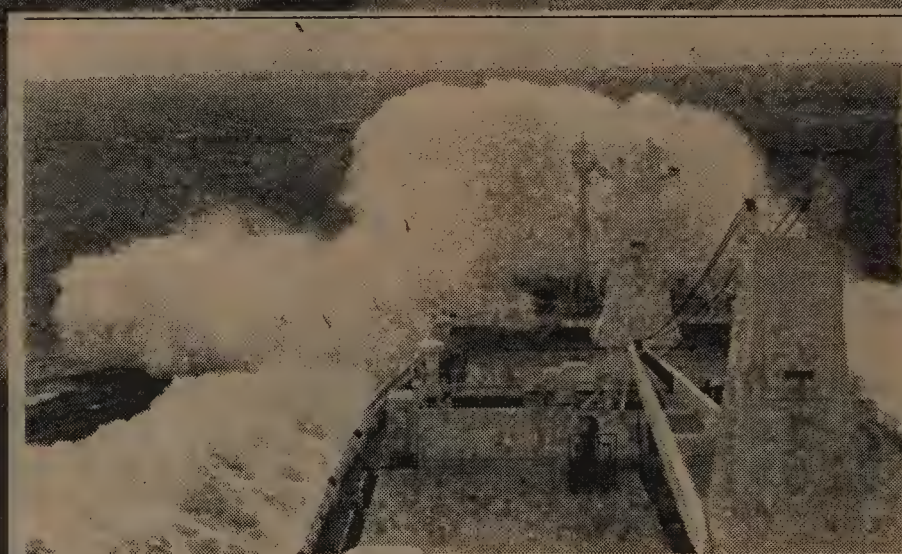
of the 140 hurricanes since 1966 have occurred in that month. And of the 259 tropical storms in that period, only eight were in the month of November.

As for May, 4 of the 140 hurricanes occurred in that month, invariably at the end of the month. Of the 256 tropical storms, just eight were in May, again all toward the very end of the month.

Naturally there are exceptions to the rule

Ask a dozen different people now, when and where hurricanes form and you'll get seven different answers, two blank looks and three shrugs.

canes survive any farther — the coast of Central and lower North America on the east and longitude 140 West. The Central Pacific Hurricane Center in Hawaii takes over tracking any that move farther west. Incidentally, "tropical cyclones" is the generic term meteorologists use to describe hurricanes (Atlantic and Eastern Pacific), typhoons (Western Pacific), or cyclones (South Pacific and Indian Oceans), which are all essentially



Above, freighter slams into cyclonic sea. Right, Hurricane Manuel off Baja.



Hurricane Tico put three freighters on the beach at Mazatlan.

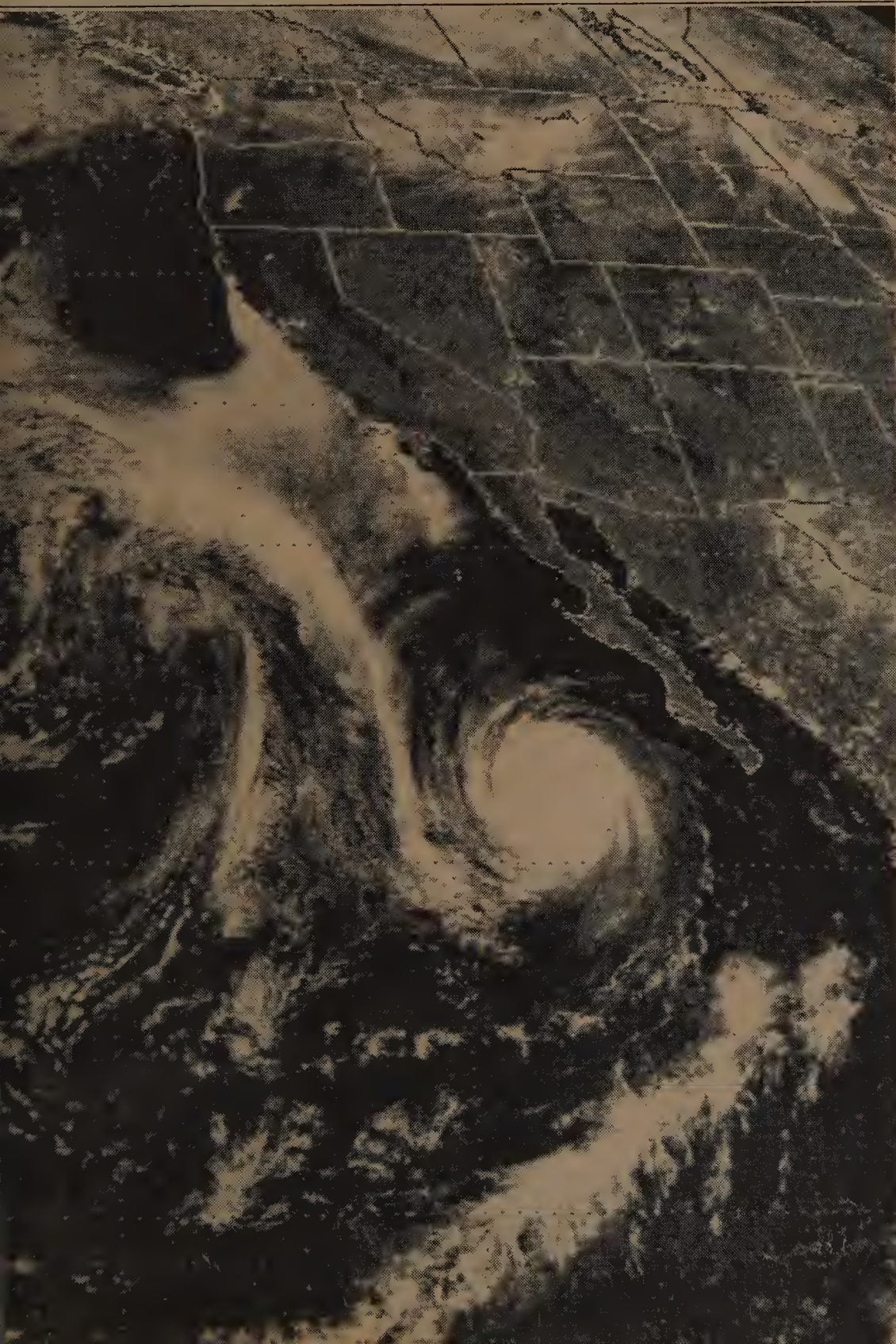
WITH HURRICANE SEASON

— Hurricane Winnie, for example, surprised everyone by occurring in December of last year. And in 1983 Hurricane Adolph formed on May 22 — the earliest hurricane in years — and worked its way ashore at Mazatlan on May 28. And of course who can forget what happened to Tahiti in 1983? They hadn't had a hurricane since almost the turn of the century and then was hit with seven of them in just one season!

All tropical cyclones in the northern hemisphere share three characteristics; four if you include that all hurricanes are mean sumbitches. All form in specific areas; all form within a few degrees of the Equator and all spin counterclockwise. Most move in a north-northwesterly direction due in part to what meteorologists term the "coriolis effect", and what the rest of us know as the

"which-way-does-the-bathtub-water-turn-when-it-goes-down-the-drain effect".

Like people, hurricanes need only two things to come together to spawn, although they do differ slightly. Tropical cyclones need lots of warm water and lots of sunshine, both of which are plentiful just north of the Equator in our summer months. Those sly devils at the hurricane center have somehow arranged for the sun to enter the schematic about mid-May, reach the apex of its northward migration about August and exit the system in mid-November, which of course coincides nicely with the official hurricane season. The area of development of most Pacific tropical cyclones in the Eastern Pacific is between the latitudes of 10 and 15 degrees north and longitudes 95 and 135



Officially, the hurricane season runs from mid-May to mid-November, with the primary activity in August and September.

west. The area of most rapid development is about 300 miles due south of Acapulco. Of the 150 or so tropical cyclones that form in this area every decade, about half become hurricanes.

Tropical cyclones go through intermediate stages before they become full-fledged hurricanes. The "tropical depression" is the first of these. Tropical depressions, which indicate cyclones with winds less than 34 knots, are numbered. Some tropical cyclones, like some Tahiti-bound yachties who run out of money in Hawaii, never get past the tropical depression stage. The weather patterns that do are upgraded to tropical storms, which indicate winds of 34 to 63 knots. Tropical storms are named. Once the winds get to 64 knots or above, the tropical storm becomes a hurricane.

A mature hurricane is a formidable thermodynamic engine, sucking air and moisture through its lower edges and blowing it out its top at speeds that can approach

TRYING TO REASON

200 knots. The relatively calm eye of one of these things can be 15 to 40 miles across; the outside diameter, which is difficult to measure accurately, can span 200, 300 or even 400 miles, and the top can poke 60,000 feet into the air. In addition to its own devastating power, a hurricane can sling tornadoes off from its sides and can influence the weather and water hundreds of miles away.

The average forward speed of a tropical cyclone, however, is a leisurely 8 to 12 knots, although some have moved at 25 knots. The average life expectancy is a week to ten days, about half of which might be spent as a hurricane. Most blow themselves out miles from land in the central Pacific,

their only legacy the big south swell much appreciated by Southland surfers.

Predicting the path of a hurricane is sort of like trying to figure out which way a cabbage patch doll will roll down a topographical map of Mongolia. Even with the sophisticated battery of satellite photos, ship and land station reports, computers, formulas and hurricane "models" available to them, meteorologists still rely a good bit on intuition. Like anything else, if you track enough tropical cyclones long enough, you develop a feel for what they're going to do. At this writing, marine

meteorologists were plotting the course of tropical storm Rachel (pronounced "raquel"). On a big map of the Pacific and coast of Mexico were a series of different colored dots and circles (fixes) and out ahead of them, X's. Each colored X marked the course a particular hurricane "model" — an empirically derived or computer generated formula — predicted the storm would take. Slightly to the right (east) of these clusters were a series of small, circled X's which indicated the course the marine forecaster thought the storm would take. Most of the

THE HURRIC-O-GRAPH

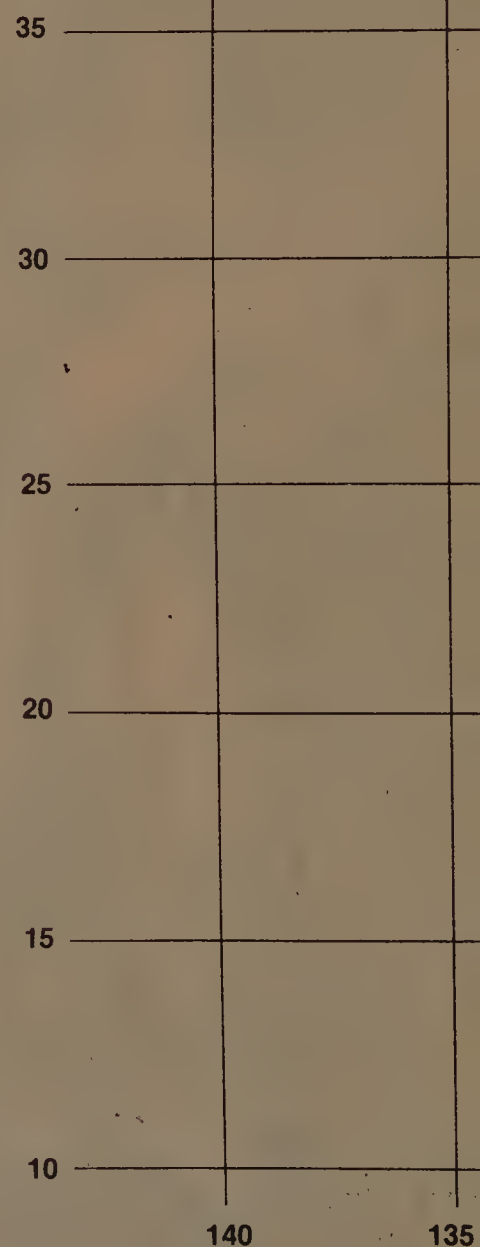
Using the patented Hurric-o-graph is simple and easy. Just plot the final positions of the tropical storms and hurricanes listed below using the coordinates given. The listings are of the earliest and latest hurricanes of the season from 1977 to 1983. The final position given is always the most northerly.

LATE SEASON HURRICANES

YEAR	HURRICANE OR TROPICAL STORM	DATE	FINAL POSITION	MAXIMUM SUSTAINED WIND
1983	HU Tilo	Oct. 15-19	22.3-107.0	100 kt
	TS Velma	Nov. 2-3	08.3-104	35 kt
	HU Winnie	Dec. 5-7	17-104.1	75 kt
1982	HU Sergio	Oct. 14-23	18.8-133.3	NA
	TS Tara	Oct. 19-26	21.0-130.3	NA
1981	HU Norma	Oct. 8-12	23.7-106.5	NA
	HU Otis	Oct. 24-30	22.5-105.8	NA
1980	TS Madeline	Oct. 11-12	15.8-111.0	45
	TS Newton	Oct. 28-29	20.5-107.0	35
1979	HU Ignacio	Oct. 23-30	18.0-102.3	125 kt
	TS Jimena	Nov. 15-18	10.8-099.6	55 kt
1978	HU Rosa	Oct. 2-7	22.9-111.1	75 kt
	TS Sergio	Oct. 18-20	24.0-114.0	35 kt
1977	HU Heather	Oct. 4-7	27.9-116.4	75 kt
	TC -17	Oct. 22-23	14.0-116.2	30 kt

EARLY SEASON HURRICANES

YEAR	HURRICANE OR TROPICAL STORM	DATE	FINAL POSITION	MAXIMUM SUSTAINED WIND
1983	HU Adolph	May 22-28	22.3-105.8	95
	TS Barbara	June 10-18	20.0-118.4	115
1982	TS Aletta	May 20-29	15.7-102.5	NA
	TS Carlotta	July 11-6	21.4-118.0	NA
1981	TS Adrian	May 30-June 4	16.0-097.5	NA
	HU Beatriz	June 28-July 4	25.5-121.5	NA
1980	HU Agatha	June 9-15	17.9-136	100
	TS Blas	June 16-19	15.7-116.7	50
1979	HU Andres	May 31-June 4	18.2-103.2	85
	TS Blanca	June 21-25	13.3-124.9	45
1978	HU Aletta	May 30-31	18.0-102.1	65 kt
	TS Bud	June 17-20	16.2-131.5	50 kt
1977	TS Ava	May 25-30	18.0-110.2	55 kt
	TS Bernice		21.1-123.4	40 kt



WITH HURRICANE SEASON

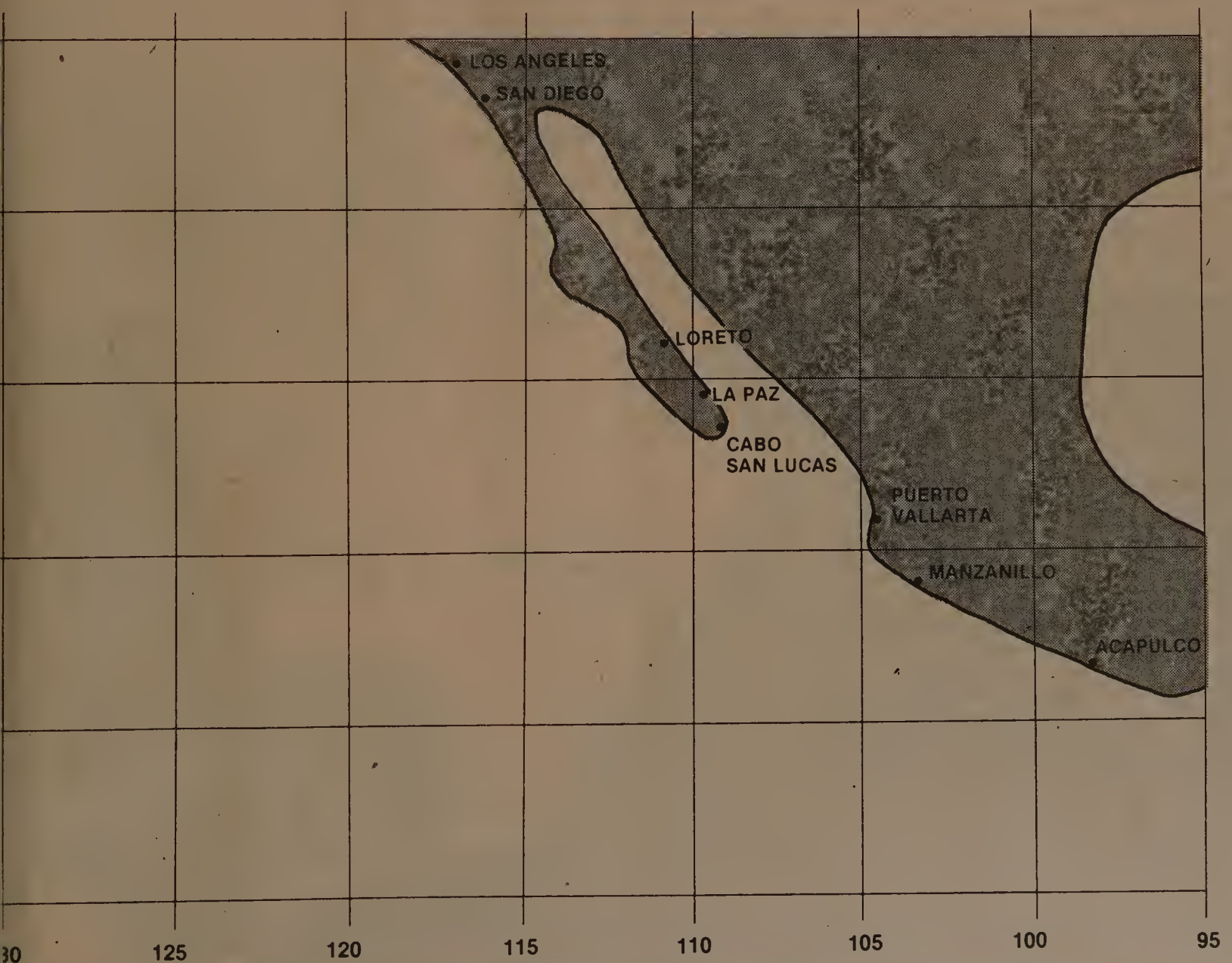
position fixes were closer to the circled X's.

Other patterns develop. Over the course of the last ten years, Marine Focal Point Emil Gunther has noticed what could almost be called a predictable pattern for cyclone tracks through the season. The ones that form in early May and June for example, have more of a tendency to swing to the west, if they swing at all. "In latter June, July and the first part of August, they invariably have a north-northwesterly track. In the last

part of August, September and October, when they're starting to be influenced by the Pacific lows, they begin to 'recurve' — to turn east toward the coast of Baja and mainland Mexico.

Scores of hurricanes have plastered Baja and Mexico over the years, but since the 1850's — about as far back as reliable records go — no true hurricane has ever hit California. However, as Gunther points out, "The tropical moisture brought northward from dying tropical cyclones does have an effect." To be more exact, or at least as exact

as is possible from old, sketchy and often questionable information, about 35 tropical cyclones have made their presences felt in California to varying degrees since the turn of the century. Like the latest ones, Kathleen in September of 1976 and Doreen in August of 1977, almost all affected only the southern part of the state (and often southern Arizona, southern Oklahoma and western Texas), and most damage was not caused by wind, but by the heavy rain and resultant flooding of these arid areas. Kathleen, for example, dumped 14.5 inches of rain on San Geronio Mountain, near Palm Springs, ruined many crops, left five dead, 175 homeless and caused about \$160



TRYING TO REASON

EASTERN PACIFIC HURRICANE FREQUENCY

Year	May	June	July	August	September	October	November	Total
1966	0	1	0	4	2	0	0	7
1967	0	1	0	2	1	2	0	6
1968	0	0	0	3	2	1	0	6
1969	0	0	1	1	1	1	0	4
1970	1	0	1	1	0	1	0	4
1971	1	1	5	2	2	1	0	12
1972	1	0	0	6	1	0	0	8
1973	0	1	3	0	2	1	0	7
1974	0	2	2	4	2	1	0	11
1975	0	1	2	3	1	1	0	8
1976	0	2	1	2	3	0	0	8
1977	0	0	1	1	1	1	0	4
1978	1	2	3	4	1	1	0	12
1979	0	1	1	2	1	1	0	6
1980	0	2	2	2	1	0	0	7
1981	0	1	1	3	1	2	0	8
1982	0	0	4	3	3	1	0	11
1983	1	1	2	1	3	3	0	11
Total	5	16	29	44	28	18	0	140
Average	0.3	0.9	1.6	2.4	1.6	1.0	0	7.8

million in damage.

Pacific hurricanes have only had names for about the last 20 years. Before that, they were numbered. Since 1978, when a high-ranking female government person decided giving hurricanes exclusively female names was chauvinistic, the name lists have alter-

nated gender. Minorities were quick to jump on the bandwagon and point out that ethnic names were also conspicuous by their absence. Today, the list of 20 available names for each sector (there are not enough names that begin with q, u, x, y and z to use them consistently) alternate male and female and often have such ethnic names that phonetic breakdowns must be provided to weather

service personnel so they can pronounce them right. The list for 1985 includes Andres, Blanca, Carlos, Dolores, Enrique, Fefa, Guillermo, Hilda, Ignacio, Jimena, Kevin, Linda, Marty, Nora, Olaf, Pauline, Rick, Sandra, Terry, Vivian and Waldo. The names of particularly devastating hurricanes, like Betsy and Camille, are retired from the rosters.

YOU CAN RUN, BUT YOU CAN'T HIDE

There's no way you can be completely sure you won't be hit by a tropical cyclone — even if you live in Nova Scotia.

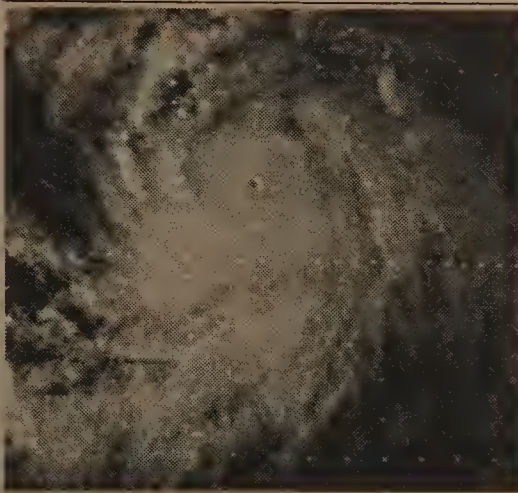
In this century at least three tropical cyclones that formed off Mexico have worked their way across the entire width of the United States. The one depicted in the illustration at right formed back on September 14, 1918, and in four days had crossed the country and was raising hell in Newfoundland.

But that ain't nothin'. Three years later a hurricane formed off the Gulf of Tehuantepec, worked up the coast of Mexico, worked across the United States to Newfoundland, and from there all the way across the Atlantic to Ireland! We've not had a country crossing cyclone since then.



For you trivia buffs, the standard operating procedure that calls for different names for Pacific and Atlantic cyclones has resulted in a couple of hurricanes with two names. Born on Africa's west coast in September of 1971, Irene became Olivia when she crossed over Nicaragua into the Pacific and immediately started regenerating herself. Fifi-Orlene ran a similar course. In 1961, Hattie-Simone-Inga, doubted by some scientists to be the same storm, became the only tropical cyclone with *three* names when she crossed Guatemala to become Simone, decided she liked the Caribbean better and crossed back over at Tehuantepec to become Inga. Since the new naming system has taken effect, meteorologists have been looking forward to the next crossover situation. "We're waiting for the first transsexual storm," says Gunther.

What's all this mean to the average yachtie heading south for the winter and who will be leaving Mexico in the spring? It



Here's looking at you — the well-defined eye of Hurricane Rudolph, October 11, 1983.

means you read over the statistics and draw your own conclusions.

We at *Latitude 38* personally feel confident about sailing south from San Diego during the first week of November, although not quite as confident as we would in the second

week. As for leaving Mexico later in the year and heading back to the States, off to the Marquesas or Hawaii, or down to Costa Rica, we'd want to be leaving Cabo on May 1st — with the assumption that we're on a boat that can make 100 miles a day, wind or no wind. Some experienced sailors feel that this might be cutting the season too fine.

No matter if you leave in early November or the middle of December, it's smart to monitor any information put out by the National Weather Service's Hurricane Center. If a hurricane forms while you're at sea, don't panic. Hurricanes usually move quite slowly, and even if it begins to approach you there is usually time to make preparations and find a port of refuge or take evasive action.

The exact steps to take in event of a hurricane (or himacane) is beyond the scope of this article. Basically we'd probably run for the nearest shelter, put down about three dozen anchors, fly home and lock all the doors till it was over, because in the final analysis, the only thing you really have to know about hurricanes is that you should be somewhere else far, far away when one hits.

— latitude 38 — jr



SPECIAL

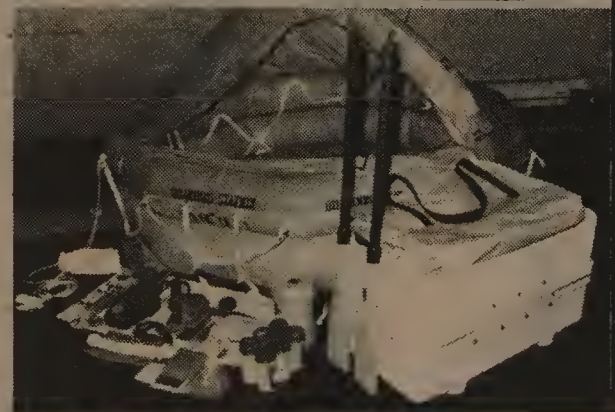
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CHANGES

With reports this month from **Mariah** in Costa Rica; **Kealoha** on the east coast of the U.S.; the **harbor closing** in Rarotonga; **Truly Fair** in Portugal; **Osprey** in Bonafacio, Italy; **Thalassa** in Greece; **Foolish Dreamer** at Fanning Atoll; **Antipodiste** in Santa Barbara; the **Hotel Oa Oa** on Bora Bora; **Enchantress** in Nova Scotia; and our usual cruising notes.

Mariah – Pearson 365 ketch Bill and Wendy Ware Under Arrest in Costa Rica (Stockton)

In our last issue we published the first half of a letter from Bill and Wendy Ware, the



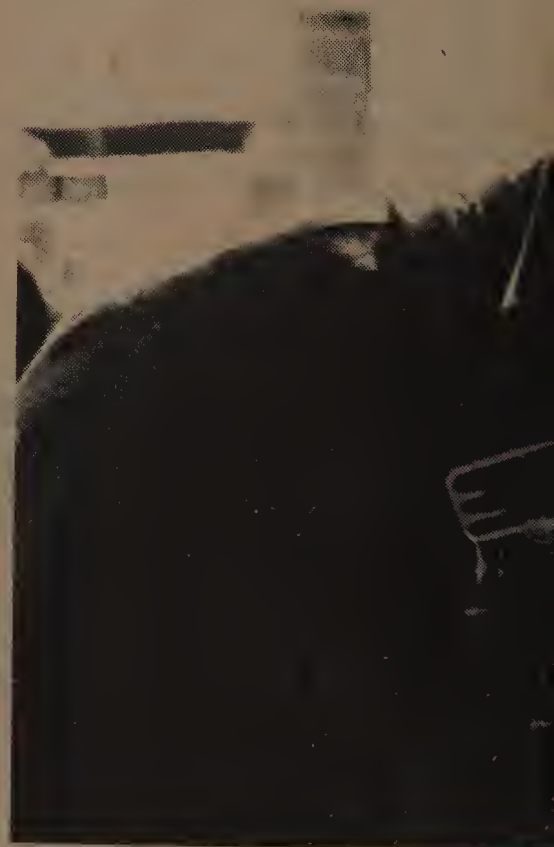
COURTESY OF MARIAH

Wendy with the catch of the day off Costa Rica.

In three separate visits for the checking-in procedure, officials from Customs, Agriculture, the health department, rat and cockroach control and narcotics boarded our boat. All were courteous and behaved professionally, and only narcotics searched the boat (a cursory look through a few closets and drawers). We served coffee and cake to each group and did our best to look well groomed and to converse in Spanish — gestures that they seemed to appreciate. Completing the paperwork for the Port Captain and Immigration involved several trips back and forth across town, a task with which we were to become so familiar in the ensuing days that we could do it blindfolded.

Our introduction to bureaucratic red tape occurred when the 60-day Costa Rican visas we had obtained in San Francisco (free), and the stamped boat papers that the consulate said were necessary (\$20) were declared invalid upon our arrival in Puntarenas. Six months before, each consulate assured us the visa period would commence upon the day we entered the country. Puntarenas authorities, however, said they commenced upon the date of issuance and were therefore expired. So we had to pay a \$40 entrance fee in addition to the \$20 expended in San Francisco.

The newly issued boat visa was good for 90 days, but our personal visas were valid for only 30 days. To renew a 30-day visa, you have to complete an application for extension (about \$5 apiece) for each 30-day period. Leaving the country within 30-days of arrival costs \$20; beyond 30 days, double that amount. It took many hours of frustrating conversation with the local authorities to glean this information. Apparently, the regulations change from port to port and official. For example, American friends who entered Playa del Coco paid nothing and suffered neither the red tape nor inspections. In conversations with perhaps a dozen "yates", we found that everyone had a slightly different story on the procedure they had experienced.



Through the efforts of a group of residents interested in promoting tourism in the area, our problem was brought to the attention of ICT, a government agency concerned with correcting the inconsistencies in the entrance/exit procedures for yachts. During our visit, they instigated a procedure that involved applying for temporary residency (a 90-day visa) for the nominal fee of \$2 or \$3. We elected to follow this course, which was our second mistake.

Sparing the reader the gruesome details, we completed the temporary residency applications, including photos, physical descriptions, proof of financial responsibility, and fingerprints. Much to our dismay, our passports were then confiscated and sent to San Jose for a one-week processing period. We had decided to cruise the local area until our passports were returned and spent an-

part concerning their visit to Cocos Island. That part was delightful, much more so than when Bill was arrested on the mainland.



COURTESY OF MARIAH

It was easy to smile before being detained in Central America.

other few hours getting a *zarpe* to do so. Our cruise around the islands and bays was delightful, and we happily returned to Puntarenas at the appointed time intending to pick up our visas and passports.

Instead, after waiting 40 minutes at the Immigration office, a policeman arrived. We were called into the chief Immigration officer's office and told in Spanish that Bill had a big problem. My command of the language failed me utterly in this situation, and I suggested the official telephone a local acquaintance who was bilingual. No luck. We informed the official we would walk over to this person's house to see if he was there, but when we rose to leave, the officers barred the door. Bill was under arrest.

Bill demanded a call be put through to the American Embassy in San Jose. Meanwhile, I hiked around town trying to locate someone who was bilingual. God bless Alex from the Banana Bar (next to Parque Acuqatica, the local yacht club) who rushed to my assistance and walked to Immigration to interpret for us. Bill had been taken to the jail by two uniformed policemen by the time we arrived. The explanation we received was that Costa Rican National Security (equivalent to our FBI) was investigating Bill for possible extradition back to the U.S., but that I was free to go. Everything was as clear as mud at this point.

I asked if Bill had received an explanation of the charges in English, but he had not. I insisted on seeing him, so Immigration called the jail to obtain special permission for me to enter. Alex accompanied me to the facility

and walked me through the armed guards and entrance procedures, which included a search of my purse and bags. Bill was confined to a bench near but not in the cells, so at least he was kept separate from the other prisoners. The American Embassy had been unaware of the situation, but told us to keep them informed. Bill had seen a Spanish version of the notice for his arrest and the three of us pieced together the hypothesis that the FBI and Interpol were seeking a man with a similar name, and Bill was to be detained until National Security could check him out.

Officials were to be sent from San Jose, but it was unclear whether Bill would be taken back to San Jose. Meanwhile, we had missed the ferry back to Playa Naranjo where we had left Mariah, and I, at least, was faced with spending the night on this side of the mainland. The day was fraught with intrigue and telephone calls. At one point I returned to immigration to ask for my passport in case I had to travel to San Jose. I had no other identification for cashing checks or proving my identity to officials. Immigration refused to return it to me. I asked if I, too, was under arrest. I was assured I was free to go, but they would not surrender the passport until the matter was resolved. I hardly felt like a free person.

Seven hours after Bill's arrest, officials arrived from San Jose. Again, none spoke English. They took Bill away to another prison (where the really bad hombres were kept), stripped him to search for identifying scars, fingerprinted him three times and took mug shots, a full physical description — the whole works. Bill asked to see the FBI flyer on the wanted criminal, and the picture and physical description bore not the slightest resemblance to Bill. The officers at this point brought in a bilingual tourist who translated that Bill did not match the description but was now begin detained because he had no identification. (Shades of *Catch-22*!) Bill explained that 1) no one had bothered to ask him for I.D. and, 2) his passport, fingerprints, physical description and four photos



COURTESY OF KEALOHA

A day's load of oysters from the Chesapeake.

were sitting in the chief Immigration Officer's top desk drawer. Now it was time for the officials to do a double-take. They roused the Immigration officer from bed and retrieved the information. Why the officials in San Jose sat on this information for two weeks without sharing it between departments will remain one of the mysteries of Latin bureaucracies. However, the officers declared Bill innocent and returned him to the jail where I was waiting. Ten hours of confinement had elapsed. We were emotionally exhausted.

What conclusions can be drawn from this incident for the average cruiser? Probably not too many. Like most sailing stories, you only hear about the unique, never the mundane. The incident was a fluke and the local authorities had every right to cooperate with the FBI in investigating a fugitive for extradition. Every official we encountered was polite and apologetic about the circumstances. We were not mistreated. The San Jose officials could have had Bill sent under guard to San Jose rather than driving down to see him. The American Embassy kept on top of the situation. Friends, cruisers, and local acquaintances bent over backwards to offer assistance and a place to spend the night (many thanks to Chuck and Debbie Wolf on *Baba Wawa*).

What can be conclusively stated is that the bureaucratic red tape in Costa Rica can be a nightmare. Be forewarned. Excluding trips to the photocopy store and back to the boat for documents the officials forgot to tell us they needed, we visited various local agencies 34 times during our 30-day stay. Each trip entailed 5-30 minute waits in lobbies, hiking from place to place, or waiting patiently through the 2-hour siesta because our paperwork was not completed in time. I would not venture a guess as to the hours/days involved.

On the plus side, Cocos Island was fantastic. We toured the San Jose area for several days and had a ball. Oasis de Pacifica Hotel in Playa Naranjo (Gulf of Nicoya) of-

fered full use of their pool and facilities for \$1 per day per person. (We careened our boat against their pier and painted the bottom for a nominal \$10 charge.) We met lovely, gentle people everywhere we went.

We urge future arrivals to avoid Puntarenas as a check-in point, to pad the cruising kitty with an extra \$100 "just in case", and to be prepared to approach the red tape with humor and resignation. And if you need to pull strings with any of the local authorities, just tell them Bill and Wendy send you — you'll have a wonderful visit!

— wendy ware (6/29/84)

Kealoha — Mason 43 Sharon Moy and Al Baker East Coast of U.S. (San Francisco)

We see so many West Coast boats here, I thought some future visitors might like to hear of some of our experiences.

We arrived in Fort Lauderdale last June — just two years after leaving San Francisco — and stayed until the 8th of August. Ft. Lauderdale is probably the best place in the world to outfit or refit your vessel. Prices run about the same as the Bay Area, but you can get any service or parts necessary. There are many specialty firms — one limits itself to repairing heads! After two years in Mexico and Central America, *Kealoha* was in need of cosmetic and mechanical work.

The anchorage is quite restricted, but

there are numerous berths, commercial and municipal, with rates of 25¢-60¢/foot/day. This seemed high at the time but as we proceeded north, I realized this was a bargain. It's 80 cents plus water and electricity in Annapolis; *Kealoha* at 43-ft would have been over \$50!

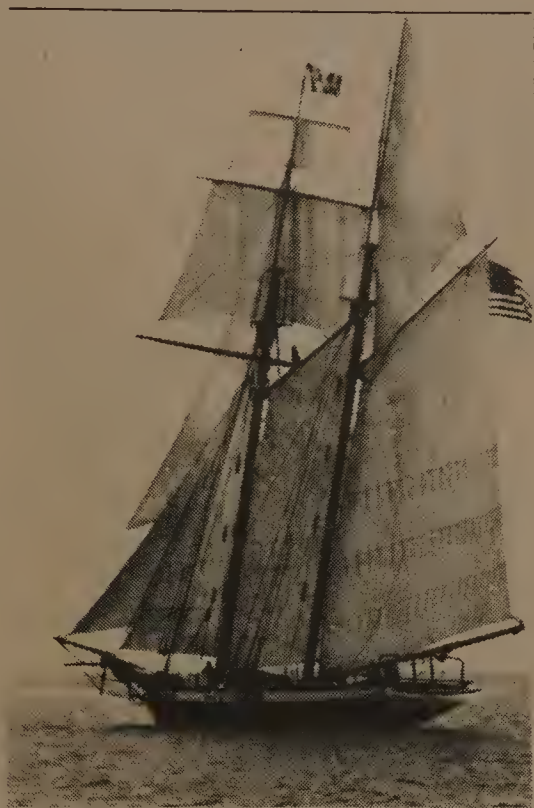
East Coast marinas are generally inferior to those on the West Coast. Very few have floating docks and facilities are limited, except the two biggies in Ft. Lauderdale, Bahia Mar and Pier 66. These two have it all plus swimming pools, tennis, telephones, as well as room service to the boat and the beach. Because of all the canals, one doesn't need a car, but a fast dinghy is nice.

We went from Ft. Lauderdale direct to Charleston, South Carolina. What a ride! I had installed a Micrologic 5500 loran to supplement the SatNav for the coastal cruising. The first time I punched in speed over the bottom it showed 11 knots! *Kealoha* does not go 11 knots; our water speed was 6. This kept up almost the entire way. According to the log, we traveled almost 400 miles over the bottom and only 276 through the water.

The marina in Charleston was marginal but took care of that by being expensive. The city itself is a real gem, however, and the people just exude Southern hospitality.

Now for the Intercoastal Waterway. We made 34 miles before our first grounding, right in mid-channel! We draw 6'6", which is about a foot too much for comfortable Intercoastal cruising. I tried kedging and heeling to no avail, and finally had to get help. In typical South Carolina fashion, the workboat that pushed us off refused payment. The locals told us that all sailboats run aground there and I should have known better than to be in mid-channel. Ah, for local knowledge.

Next stop was Georgetown, S.C. By now Sharon and I were tired of watching the fathometer at six and seven, plus all the channel markers, so we opted to go outside to Beaufort, North Carolina. This was a fine sail, although not much help from the Gulfstream. There was lots of lightning one night.



COURTESY OF KEALOHA

The 'Pride of Baltimore' sailing near the city of Baltimore.

Beaufort is a cruiser's dream. Great anchorage, clamming, oystering — even wild horses on the island opposite town. The town itself dates from pre-Revolutionary days. There are many interesting old homes, good restaurants, a fine machine shop, and one of the better maritime museums complete with courtesy cars. The municipal docks are modern and they also have courtesy cars. The best is the good vibes you get from the locals. They really cater to the boating public. Better yet, there is plenty of water — at least ten feet.

We would do about 45 miles a day, practically all motoring or motorsailing. The countryside was just beautiful, which compensated for the necessary vigilance for channel markers and the eternal fear of running out of water. At Waterside in Norfolk — kind of a Pier 39 complex — they give you two days free berthing. This is an excellent spot to rent a car for the mandatory visit to Jamestown, Williamsburg, and Yorktown. Plenty hot!!

Our destination of Chesapeake Bay was next. I can't begin to list all the anchorages. Supposedly, the Chesapeake has more waterfront than the East, West and Gulf Coasts combined. You can choose any type anchorage; secluded creeks, rivers with marinas and restaurants, or small harbors with interesting colonial-type villages — kinda touristy, but that's what we are.

Two minuses however: thunderstorms in the late afternoon and night, and the sea nettles and jellyfish, which make swimming almost impossible.

Annapolis, like Ft. Lauderdale, has everything for the sailor. You can go everywhere by dinghy. The town and the Naval Academy were a couple of our trip highlights. Baltimore was a most pleasant surprise, with a revitalized downtown. The inner harbor anchorage is right in the middle of the city. Baltimore has to be one of the most interesting cities in the country.

The Bay is full of buoys, crabs, oysters, and sailboats. In fact every kind of sailboat

imaginable: Tall Ships, top sail schooners, classic woodies, racers, and cruisers. Chesapeake Bay is every bit as good as reputed, if only it were a foot or so deeper! A shoal draft boat would be ideal. Four groundings so far, but the locals say if you don't run aground at least once per weekend, you're not seeing anything. On one grounding, we had three feet on one side of the boat and ten feet on the other.

I'm getting a haul-out and bottom paint job here in Yorktown and then on to the Bahamas and Virgins.

I've been able to get my *Latitude 38's* through Sharon. These are passed on to other San Francisco boats with many thanks.

We miss seeing *Contrary to Ordinary*. Why not send her to the Bahamas?

— al and sharon (10/13/84)

Al and Sharon — We'll send CTO collect to you in the Bahamas if that's all right.

Avatiu Harbor Closed Earl Hinz Honolulu

I have been advised by Lt. A.N. Lewis, Harbormaster at Rarotonga, Cook Islands, that the Avatiu Harbor is closed until further notice. Visiting yachts will not be allowed while major improvements are being made to the harbor. Said improvements will eventually (1986?) add a 70-boat yacht basin to the west side of the harbor beyond the slip-

ways. For now, dredging and heavy construction prevent use of the small harbor by yachts.

Adjacent Avarua Harbor is waiting its turn at dredging. It is not currently recommended as an anchorage due to bad holding ground, especially when winds come from the north and northwest. Ngatangia Lagoon on the east side of Rarotonga has silted up and only give three to four foot depths.

Until Avatiu Harbor is reopened, yachts will have to omit Rarotonga from their itinerary, which is really a shame. But as an alternate way to visit the fine people of the Cook Islands, stop at Aitutaki, another Port of Entry, 140 miles to the north. Yachts of less than six feet draft can enter the passage to the small boat basin. Penrhyn in the Northern Cooks is also a Port of Entry, and its West Pass has a depth of at least 19 feet.

Yachts desiring to pick up New Zealand visas at Rarotonga are advised to apply for them through New Zealand representatives at Tonga, Fiji, Hawaii or other major ports of the Pacific. Yachts planning on changing crews at Rarotonga should now do so at Papeete or Pago Pago.

The closure of Avatiu Harbor to yachts will continue into 1985 and until further notice. The Harbormaster intends to issue an official notice when it is reopened.

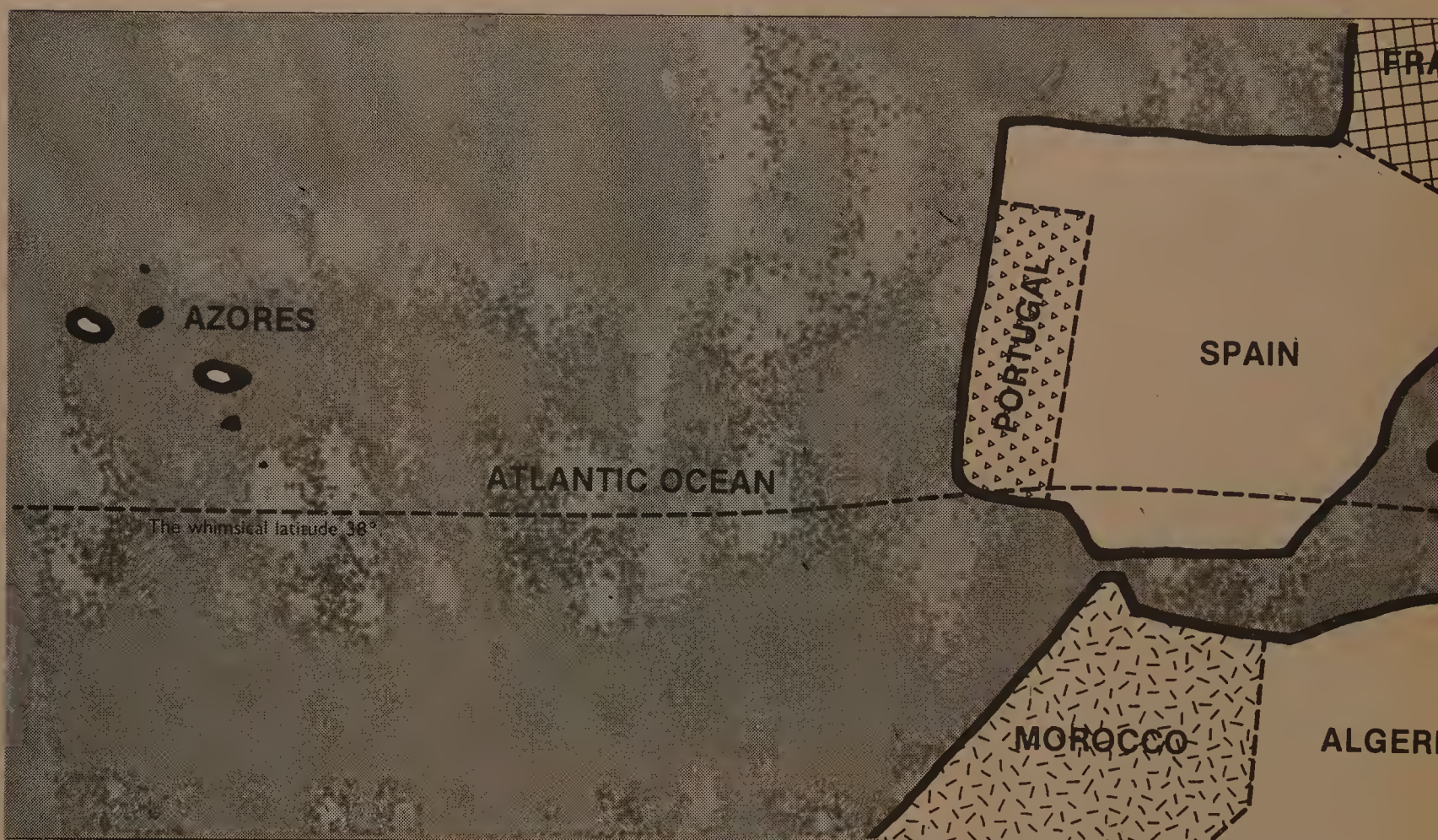
The above restriction should not affect yachts for the period of November through March since that is the hurricane season in that area and both Avatiu and Avarua Harbors are considered unsafe for visits at that time. From April 1985 on, yachts should inquire of other yachts by radio or other means whether Avatiu Harbor has been reopened to overseas yachts.

Rarotonga is a delightful port of call and should not be missed. Lt. Lewis apologizes to the yachting fraternity for this inconvenience.

— earl hinz (10/15/84)

Truly Fair — Coronado 45 ketch

CHANGES



Fritz Warren Lagos, Portugal (Sausalito)

Your September issue brought back many memories to me. On page 116 there is a picture of Commodore Tompkins with the same "SEG" he displayed in the early 50's when we raced the 'M' boat match race together in San Francisco Bay. On that day he climbed hand over hand — no feet! — to the top of the 105-ft stick, for five \$1 bills piled on the deck. As I recall it was the same day when the wire jib sheet jammed in the rope sheave block; I brought the weather sheet around and re-rigged it. And we didn't have a short sample like Commodore displays in the September issue photo.

On pages 150-154 are shots of Sausalito, where I fished commercially, and in the middle of the 40's started as an AB on the *Mission Santa Clara T2* built in Marinship.

Then there's the mention of Peter Sutter, who was supplying sails to the 10 Meter class boat I was racing on in the late 40's against the likes of Myron Spaulding and Hank Easom. When Peter said, "There's a point when you just have to stop" — was he really talking about development?

Truly Fair left Sausalito in the spring of 1983 and went south to Panama, then up the Atlantic to New Jersey via Honduras, Mexico, Florida, the Bahamas, the Virgins, and Baltimore.

We were stopped well out — at the end of

the gulfstream — by the USCG cutter *Vigilant* at 7:30 a.m., after being followed by them since the previous evening. After 30 minutes of inspection by five of the men — one of them with a shotgun pointed at the crew — we were written up. The violation: improper spacing of the state designated alpha numeric characters.

We left the east coast of the United States and arrived in the Azores during the first week of September, then Lisbon, Portugal in the first week of October. We were totally captivated with the charm of the Portuguese people. We spent the winter of '83 at Vilamoura, then went off to Falmouth and southern Ireland before turning south to do the north coast of Spain with my daughter and Spanish grandchildren.

We are now tied up in Lagos, Portugal, next to *Coaster*, Stephen Royce's schooner from Santa Cruz. In the same September issue of *Latitude 38* that I saw all these old memories, I read a quote from *Coaster's* crew: "September should find us in the Med."

We will be off to the Canaries and Panama YC in Cristobal, Panama, by the end of March 1985. Upon leaving Panama, the question still remains: slug it northwest into the current and wind, or take the longer in distance, but perhaps shorter in time course that would allow us to cross Peter Sutter as he works south. We'll be on our way north to Alaska, the Queen Charlottes, Vancouver,

The new wave cruisers guide to Europe — not to be used for navigation purposes unless you're really hard up.

the San Juans, etc. By October of 1985 we should be back in Sausalito to sell this girl that has given us such a great ride.

— fritz warren (9/25/84)

Fritz Warren was the mayor of Sausalito just a very few years ago.

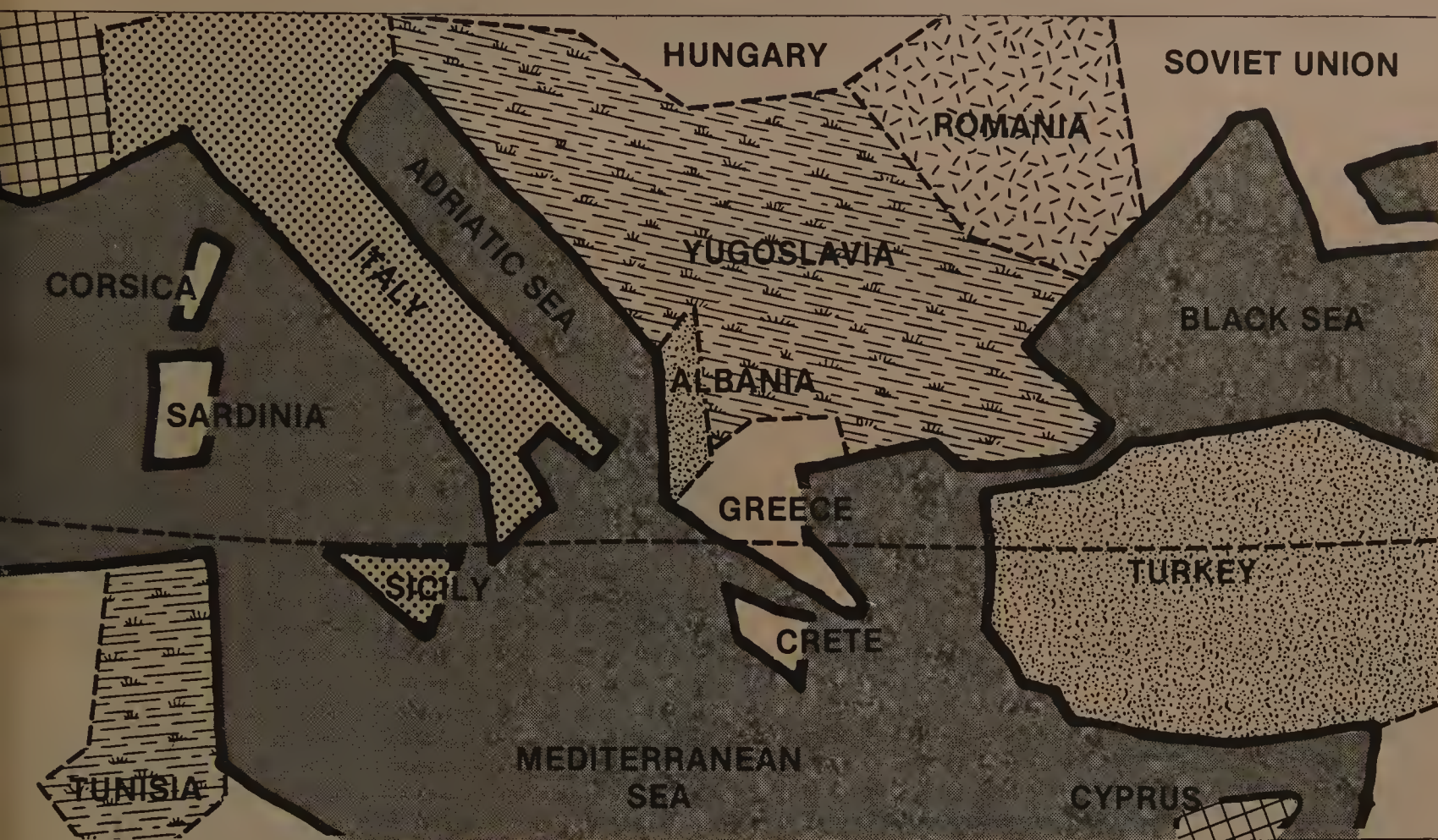
Osprey — 96-ft cutter Jim Elfers, tutor Bonafacio, Italy (Woodside, CA)

I am now serving as tutor to Jason and Joshua Baldwin, sons of the owner of *Osprey*. This 96-ft cutter, which was built of aluminum by Stephens Marine of Stockton, is in the midst of a two-year circumnavigation. Six months ago you ran a two-page photo of the boat when she was moored at Las Hadas in Mexico.

I joined *Osprey* in Nice, France, after graduating from Stanford in June of 1984. We have already cruised to Cannes and now Corsica, which is France with lots of Italian flavor. I hope to keep you informed of our progress.

Before I came aboard *Osprey* I had sailed from Newport Beach, through the Panama Canal, to Belize, the Caribbean, Bermuda, the Azores, and Spain.

— jim elfer (9/20/84)



Jim — We remember Osprey well, as we were assigned the mooring next to her at Las Hadas. We'd never backed down to a Med-style tie up before and figured we'd probably punch a nice hole in Osprey's glimmering topsides on our first try. Fortunately we didn't because it probably would have taken us to the end of our lives to pay for the repairs.

The thing that struck us about this cruising boat was the height of her single mast. The top of the stick on our Freya 39 didn't even come up to Osprey's lower spreaders!

We were talking to Barry Stephens of the Stephens Marine family as he recuperated in the hospital from getting a replacement teflon knee-cap so he can go sailing again, and he told us he remembers Osprey well. He advised us there are steering and engine controls up in the crow's nests, which must be 50 feet or more off the deck. What a way to see the world!

Grecian Gossip **Thalassa — 40-ft Italian sloop** **Cal Ares and Cheryl Bednanski** **Greece** **(Sausalito)**

We've got 1,700 miles on our boat now, and it's working out well. We haven't sunk or gotten too awfully lost. Another month or so and we start on our return voyage. There's lots of ground to cover between Turkey and

Sausalito. Allah willing, we should be back by next June.

Incidentally, we sailed with a Westsail 32 here — that's the boat we used to own — and found that we could sail 25 degrees higher on the wind! We are pillaging our way through the Greek archipelago, truly a magic place. Greece is humbling; stark landscapes jutting out of the bluest sea imaginable. The water is warm and deep.

Having now been in the Mediterranean for four months I can offer my expert views on the people, places, and rumors we have come across. From what we hear pretty much the whole of the North African coast has unfriendly natives, no water or fuel, filthy conditions, thievery — you name it. One possible exception might be Tunisia, which is actively courting yachting people. The French Riviera and west coast of Italy seem to be given the unanimous thumbs down, due to over-charging, over-crowding, theft, and generally rude people.

On top of most peoples' favorable list is southwestern Turkey, our next port of call. This area is reported to be similar to sailing on Lake Tahoe. Anchor in crystal clear water and tie up your stern to a pine tree or a Doric column. We spoke with a French family who had spent the previous eight months in a small cove near Marmarice. These folks couldn't praise Turkey enough. They fell in love with the locals they met, lived dirt cheap, and had a great time. The skipper

told of being able to easily spear an appropriate sized fish for any occasion. Sounds great, huh?

Greece is stunning though perhaps a bit jaded with something like 5,000,000 tourists a year. The Balerics are lovely with scads of beautiful bare-breasted women on the beaches. But again, it's tourist city. We have heard many good things about Corsica. The Dalmation coast sounds wonderful, but people seem to be cautious about traveling to communist countries. Although not the Mediterranean, the Algarve coast of southern Portugal is great in the summer with a fine river which is navigable for 45 kilometers, the Guidana. Ditto for the Rio Guadilivir, which will take you 50 miles into southwestern Spain to Seville.

Sailing wise we have had pretty good luck for this area, with about two-thirds of our runs being off the wind. That old fart Peter Sutter was right however, you do need one of his radial headsails or you will be doing lots of motoring. I just spoke to the crew of a 70-ft schooner which had to motor across the entire Atlantic! We are spoiled on San Francisco Bay.

We are currently holed up on the island of Stampalia, which is reputed to be the home of the wind god, Aeolus. I can believe it, because it hasn't dropped below force 5-6 in a week. Ah well, feast or famine. Our new boat has proven sea kindly, fast, and everyone raves about her looks; what more can a

CHANGES

man ask? I'll report back when we have sampled a few of the Turkish delights.

P.S. *Thalassa* means "sea" in Greek.

— cal and cheryl (8/18/84)

Foolish Dreamer — Columbia 36

Bob Broussard

Fanning Atoll

(Juneau, Alaska)

After many years of sailing in the cold climate of Alaska, I've finally reached paradise. I sailed singlehanded from Juneau to Seattle where I spent last winter cruising Puget Sound, the San Juans, and southern British Columbia.

Last May I singlehanded from Seattle to San Francisco, where I spent about two weeks. The highlight of my visit was crewing on a friend's boat, Barry Herman's *Danzante*, during the Master Mariner's regatta.

Then I made a fast passage to Hilo — 15 days. I had crew for this leg, but he got off at Maui. I found out that I prefer singlehanded; crew takes all the fun out — at least male crew does. I spent a total of one month in Hawaii, two weeks of which were at the Hawaii YC.

Nine days after departing Honolulu, palm trees appeared over the horizon. This was Fanning Atoll. Between taking many L.O.P.'s and my SatNav I made a perfect landfall. I caught many fish including an 8-foot blue marlin. Fanning is a friendly place, I even was invited to a local feast complete with roast pig. I'm learning about sharks — very different but as dangerous as brown bears in Alaska. I will be here two weeks, then off to Tonga with maybe a stop or two along the way.

I hope you receive this report. Mail service is very unreliable, the copra boat only calls here about once every three months.

P.S. After reading about all the equipment breadkdowns and problems in your magazine, I must be blessed with good luck. I've had zero breakdowns so far! Maybe it's the sacrifices (rolls of pennies) that I give the



Bora Bora; ora ora is it?

sea gods!

— bob (7/27/84)

Antipodiste — Farr 30

Chuck Warren

Santa Barbara

(Oakland)

I thought I'd sail directly to Hawaii, but when I left the Bay Area on October 4 the Pacific High was so far south and so weak that I would have had to go to the latitude of San Diego to get around it. So I decided to do some coastal cruising. I've been meaning to do that anyway as a shakedown, but haven't had the time since I bought *Antipodiste* last spring.

My first hop was to Pillar Point where I waited out a southerly. Then my friend Johanna joined me for an overnight to Monterey, which offered a great eight-hour spinnaker reach in the moonlight, a phosphorescent wake, and a green flash at sunset before the fog came in.

I waited out another southerly by visiting friends in Monterey before departing for Santa Barbara. I was 50 hours enroute on that leg, with calms at both ends and a moderately strong northwesterly in the middle. The vane drove fine in ten knots of wind with calm seas, but when it blew over 20 and the seas got lumpy, I went with just a double reefed main. Approaching Conception I was driving in an honest Force 8 with just a triple reefed main. I never did see the Point, which was shrouded in fog, nor did I see any buoys. However I did see an oil rig from about ten miles away as it was well lit up by mercury vapor lamps.

After the wind died I motored into the harbor at Santa Barbara on a warm and stunningly beautiful morning. The channel is being dredged, and when the dredge is working you have to call on Channel 16 for instructions on entering. When the dredge is not in operation, you should pass on the south side. There are little buoys, but do not cut the corner with the green permanent buoy. Of course in winter these conditions can change rapidly, so be on the alert.

After singlehanded on such a long pas-



sage, I was exhausted on arrival. I explained this to the woman in the Harbormaster's office, and she gave me four hours at the guest dock to rest up and a key to the showers and heads. Maybe she was influenced by the fact Johanna had called the harbor worried about me. I later returned and registered properly, and the woman tried unsuccessfully to get me a berth near a working head. At least she tried. It's nothing like Berkeley where you are a capitalistic parasite for owning a yacht. So Santa Barbara is fine with me.

So far there are some things I've discovered I couldn't do without: the Ioran, the Navik vane, the radar detector, really good foulies, and polypro sweats.

— chuck warren (10/15/84)

The Bora Bora Report Greg and Elaine Claytor Hotel Oa Oa

Bora Bora, Polynesie Francaise

We just got a postcard from our friends Phil, Betty and Natalie Parish aboard the yacht *Skylark* out of San Diego, complaining

gently that we omitted their names from our 1984 list. How embarrassing! They entered the log in October 1983, but visited again this year, much to our delight. Apologies to you all, and please stay in touch.

We are also reminded by this fact that there have been a few callers since we last wrote, notably those listed in the adjoining column.

today, except that it's a lovely spring morning.

We look forward to seeing some recent issues of *Latitude 38*. Many thanks for the last bunch.

— greg and elaine claytor (9/18/84)
directors, hotel, oa oa

BOAT	HOME PORT	OWNER/CAPTAIN
<i>East Wind</i>	Lahaina	Vitousek and Smith
<i>Gypsy Spirit II</i>	Port Hardy, Canada	Tom and Karen Weiss
<i>Pelagic II</i>	Everett, WA	Bill and Maryann Twidale
<i>Azilia</i>	Atlanta, GA	Paul Seydel and Jean Hawes
<i>Atom</i>	Detroit, MI	Jim Baldwin
<i>Sprint</i>	Hawaii	Jay, Roxanne, Terry
<i>Sea Song II</i>	Marina del Rey	Les Wrable
<i>Vingilot</i>	San Francisco	Burwell Taylor
<i>Wet Dream</i>	(West Coast)	Don Schade and Rachel Walker
<i>Catnap</i>	Victoria, B.C.	Roy and Kathy Brown
<i>Freedom</i>	Newport Beach	Rolf and Norma Pitts
<i>Scorpion</i>	Vashon Island	Rik Hally and Arlene Featherstone
<i>Arbella</i>	Gloucester, MA	Eric Hawkes
<i>Seafarer</i>	San Francisco	Fred Waters and Wendy Robinson
<i>II Shea</i>	Newport Beach	Fred and Debbie Engelhard
<i>Hokianga</i>	Long Beach	Geoffrey and Judy McNeill
<i>Alaskan Spirit</i>	Kodiak, AK	John Clare
<i>Farewell</i>	Ventura	Charlle and Joyce Link
<i>Dancing Bear</i>	Orange	Paul and Chrls Jacobs
<i>Prairie Rose</i>	High River, Alberta	Ken and Anlta MacDonald
<i>Rouser</i>	Santa Cruz	Ron Shannon and Miggles Wallace
<i>Amoreena</i>	Vancouver, B.C.	George Kamltakahara
<i>Encounter</i>	Vancouver, B.C.	Stanley Tower
<i>Mariko</i>	Arizona	Michael and Alison Courson
<i>Acheta</i>	Seattle, WA	John and June Macauley
<i>Phoenix</i>	Lahaina	Ric Martini
<i>Freja II</i>	Vancouver, B.C.	Garry Peerless and Ann Swiston

The Tahiti Tourist Office says 300 yachts a year are coming through these islands, and we must concur, with about 185 entries in our log since we began it in August 1983.

The Yacht Club of Bora Bora has changed management yet again, and Jean-Noel and Debby are no longer there. The new manager, who took over on September 15, is a Frenchman who previously owned a restaurant on Moorea.

That's about all the news from Bora Bora

Wintering in Nova Scotia Enchantress — 58-ft schooner Klaus and Ute Rabe (San Francisco)

We have come a long way since June 3, from Grand Cayman, British West Indies, to Nova Scotia, Canada. Here in Slocum/Bluenose/Alexander Graham Bell country we intend to spend this coming winter outfitting *Enchantress*, because this is the home of schooners!

CHANGES



Grand Cayman was a delightful place after our initial delay with Customs and unpleasant drug search. It was free to enter and we only paid \$3 (plus taxi) to leave. The dog could go ashore with a \$5 permit. What we found most attractive were the quiet, clean streets, the European charm of Georgetown, and the crystal clear waters. We could easily see our anchor at 40 feet. It is a popular place for diving, but very organized. Twenty people to a boat and buoys on all the reefs. Cayman Brac is much more remote.

Cayman is definitely un-American: no crime, no welfare, no taxes and no unemployment! All the food is imported and thus expensive, but several restaurants offered excellent food at below U.S. prices. There are lots of good shops which sell cameras, crystal, china, etc. duty-free.

The unsettled weather and approaching hurricane season finally drove us off towards Key West via the Yucatan Channel and we had a very bouncy passage. We had heard that Cuban gunboats bother yachts and the Coast Guard boards in search of drugs; but both left us alone. In Key West we were surprised to meet friends from Costa Rica, and celebrated our first mate's birthday. Key West is now a gay Sausalito and still undergoing an extensive facelift. The anchorage is not the greatest, but berthing is \$.45 foot/day and up!

Our next passage to Miami was very fast and very lively due to the gulfstream. From Miami Beach, where we rested a few days, we again sped north to Lake Worth, near Palm Beach. Here we anchored in the very same spot where we had spent three months in 1971 having come the opposite direction. Since then the city had apparently tried to get rid of all the boaters, but someone (the Coast Guard?!) stepped in. They took the city to court over unlawfully controlling the waterways and won!! We were treated most courteously once again, but now just as then, we could not afford their prices for berthing.

The passage to Charleston, South

Carolina, was pleasantly uneventful and we caught lots of fish for the freezer: mahi-mahi, bonito, yellowtail and kingfish. A visit to historic Charleston is a must! The beautifully restored old southern mansions, the shops and restaurants, as well as the local people radiate a very special charm. It would have been a shame to miss it. After our departure, we found ourselves going backwards for several hours at Cape Fear and Cape Hatteras, and in a sudden squall we lost our stove pipe ventilator when Klaus had trouble getting the foresail (with bonnet) down. I had to stay at the helm because "Otto" (the autopilot) was on strike once again. At the entrance to Chesapeake Bay we encountered heavy fog, but with our radar it presented no problem.

Having bad memories from our last trip, we by-passed Norfolk, Virginia, and sailed all the way up beautiful Chesapeake Bay to the Potomac and St. Mary's Rivers. At St. Mary's city museum — one of the four first

'Enchantress' ghosting on her way to Nova Scotia.

settlements in the U.S. — we anchored near the historic *Dove*, a 76-ft, 17th century square-rigger. We were promptly welcomed by a delegation of historians and archeologists, who invited us to sail in *Dove's* dinghy. In the next few days we sampled soft-shell crabs, Silver Queen corn, local apples, peaches, garden-fresh veggies and oysters right off the beach! Except for the occasional fierce rain squalls and thunderstorms with anchor dragging, we had found paradise once again.

Annapolis was a busy, exciting place to visit. Not only does the Naval Academy liven things up, but the Olympic soccer teams were also in town. Only the security for the nearby Hilton during the Olympics made life miserable, with Coast Guard, Navy, Police, Customs, Alcohol, Tobacco and Fire Arms and the FBI getting into the act. Here,

COURTESY OF ENCHANTRESS

enough to other yachties who might be passing that way.

As we continued on through Long Island Sound and up the coast, we became more and more enchanted. We enjoyed many pleasant sails, although we did not always have enough wind. Bonnie commented, "How easy it is to sail a schooner!" Thoughts of touching up our varnish and paint occurred often as we passed all the pretty wooden boats, yet we gathered lots of compliments. Around every corner was a good anchorage, and for facilities there were many good yacht clubs to choose from. The fees ranged from \$5 to \$15 a night on a mooring, often with launch service. After stops at Stratford, Bridgeport (just an anchorage!), and Essex, Connecticut, Newport, Rhode Island, New Bedford and Gloucester, Massachusetts, Isle au Haute (Acadia National Forest) and Boothbay, Maine, Ed and Bonnie — sadly for us — had to conclude their trip at Southwest Harbor, Maine, and get back to reality! We are especially grateful to Ed for repairing out autopilot once and for all, as well as our forward deck lights.

While sitting out thick fog near Hinckley's boatyard for three more days, we prepared for our crossing of the feared Bay of Fundy and our entrance into Canada. We stopped over in a little "fjord" at Roque Island to harvest lots of blue mussels off the beach. Then we crossed the Bay of Fundy in choppy seas to reach North Head, Grand Manan Island, New Brunswick in Canada. This is a very peaceful, picturesque island with 2,500 inhabitants, famous for smoked herring, clams and lobsters. It is now a very popular vacation retreat. We stayed for a few days to visit old friends, and then continued on to Digby, Nova Scotia. There we arrived just in time to visit the 1984 Fisherman's Expo and Reunion in Lunenburg, N.S., and of course to see the famous *Bluenose*. And we have not left since!

Here in schooner country we hope to outfit *Enchantress* for her new adventures next year. In case anyone wishes to get in touch,

we may be reached c/o Royal Western Nova Scotia Yacht Club, Digby, N.S. BOV 1A0, Canada.

We are going into hibernation now. Keep up the good work!

— klaus and ute (9/19/84)

Cruise notes:

We recently spoke by telephone with a good friend of ours, Andrew Dosset of Seagull Marine. After years working like crazy setting up a business and sailing his 37-ft ketch, **Bonnie Doon**, in Southern California, Andrew had the boat shipped back to the east coast, where he and his wife set sail from Provincetown for Ireland. They averaged an excellent 5.75 knots for the 2,900 miles, with the two best days being 170 miles.

Anticipating fog along the way, Andrew had installed a radar on the boat. There was no fog at all. Anticipating cloudy skies which would make celestial navigation difficult, Andrew installed a SatNav. There were no clouds. Ah, sailing!

If the weather crossing the Atlantic was unusually superb, the weather while cruising Ireland and Scotland was equally fine with very little rain. In fact it rained so seldom that for the first time in 100 years the fresh water supplied Crinan Canal that connects the two coasts of Scotland had to be closed because of a lack of water. After four months of field research, Andrew is back in the office trying to adjust.

A note to **contributors**. *Changes In Latitudes* are ideally 250-500 words long and include a photo or two — a clear photo if possible. Readers like to hear what kind of boat you have, where you've been, and who is on the boat. Comments on especially useful equipment, helpful tips, and recommended places to visit are of interest.

If you have a much longer story to tell, we'd prefer receiving it as a separate contribution. Thanks.

however, we welcomed a friend from the Bay Area onboard, Ed Drozek. He was "lucky" enough to experience one of those typical Chesapeake Bay squalls before our departure for Baltimore.

We unfortunately missed the *Pride of Baltimore* in her home port because of the Tall Ships event, but visited the new aquarium which is *spectacular*! We also enjoyed anchoring 200 feet from the nearest skyscraper in the small but totally protected inner harbor.

After transitting the Delaware River and a rough crossing of Delaware Bay, we picked up Bonnie Best (Club Nautique) in Raritan Bay near Staten Island. She got a very wet introduction to life aboard the *Enchantress*. But as a reward we treated her to a nice leisurely trip right through the heart of New York City. At City Island, New York, we met the Commodore and some members of the very hospitable 100-year old Harlem Yacht Club. We can't recommend them highly

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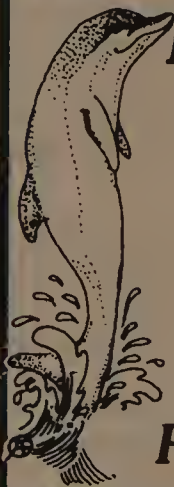
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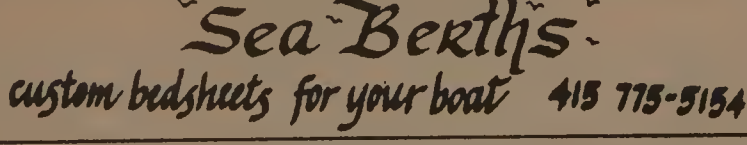
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<p>ISLANDER BAHAMA 24 1968, new cruising sails, DeWitt racing sails—2 years, new 150, new spinnaker, VHF, depth, knot, stereo, new rigging, active raing and cruising association, good condition, \$8,000 or B.O. (415) 799-6159.</p>	<p>RANGER 33 Very fast racer/cruiser, priced for quick sale, immaculate condition; 90%, 110%, 150%, wheel with autopilot, windpoint, wind-speed, knot with log, depth, VHF, 2 burner kero with oven, \$42,000. Rick (415) 961-2017 (eves).</p>	<p>CORONADO 27' Sleeps 5, 9.8 hp electric start Mercury O/B, working sails & spinnaker, maple whisker pole, new cushion covers and curtains, anchor, battery charger and much more. Very clean. So. S.F. berth. \$13,400. (415) 349-8281.</p>
<p>SANTANA 22 #727 Built in 1977, lovely new-looking, in excellent condition. Never raced. Teak interior and many extras. New bottom paint Aug. 1984. (415) 472-7528.</p>	<p>RANGER 23 Race and cruise equipped in excellent condition. Well outfitted with 7 winches and controls led to cockpit. North sails. Sausalito berth. (707) 838-7744, (415) 368-3709.</p>	<p>26' SLOOP Cruise equipped with everything possible. Glass hull, inboard engine, strong, roomy, comfortable and proven. Liveaboard berth. This is a "must see". \$13,000. 456-0221.</p>
<p>1977 ISLANDER 32 Excellent condition, beautiful teak interior. 3 jibs, Orinda auto-pilot, 2 cylinder Volvo diesel. Must be seen to be appreciated! Handles beautifully with a stiff feel. Outsails many 36's. \$48,000. Jeff 469-9852, 788-2400.</p>	<p>CREW WANTED M/F Join me in warm waters of Mexico. Must be willing to share expenses/perform maintenance as needed. Will be in Bay Area Nov./Dec. (408) 978-3393 or write Yate <i>Whispurr</i>, c/o Capitania Del Puerto, La Paz BCS Mex. Open plans. Hans Christian 34.</p>	<p>19' CLASSIC WOOD (FERING) SLOOP '44 Lapstrake double end. Hauled, surveyed, teak decks seamed, sanded, finished (6/84). Cedar/oak/copper rivet construction (Norway). Mahogany/canvas cabin. Currently registered. 2 sets of sails. #CF9591AH. Berkeley berth B48. 415/521-6551.</p>
<p>45 AMP OB BATTERY CHARGER: THE POLDER POWER PACK The Pack adapts Delco auto alternator w/built-in regulator to Johnson/Evinrude/Chrysler/Suzuki 5 to 235hp outboards. Installs in about 1 hr., readily detachable, a plastic cap plugs fly wheel access hole when Pack is removed. Run 42v coffee pot/marine electronics/refrig/etc. without worry. \$169. Polder Marine Electric, 5494 Cadbury Rd., Whittier CA 90601. Dealers welcome.</p>		<p>BEARFOOT VOYAGES Sail the Bay! Bareboat or Skipped (415) 381-4363 Rental Charter Lessons</p>
<p>CRUISING MEDICAL SEMINARS In Hawaii, San Francisco, Vancouver, Seattle. Will be given in 1985 by Dr. Earl Hansen, M.D., a family practitioner and emergency physician who has circumnavigated under sail and worked extensively in tropical medicine. Write for dates and description to: AWAHNEE OCEANICS, Box 167, Captain Cook, Hawaii 96704.</p>		<p>GOING CRUISING? <i>Fantasia</i> has just returned from Baja, French Polynesia and Hawaii. We are offering ideas on provisioning, passage-making, seasickness, first aid, anchorages or any topics that interest you. Your boat or ours. \$50/Couple. Doug or Dolores at (415) 931-4384 for further info. <i>Celestial Navigation</i> instruction also available.</p>
<p>1984 HUNTER 31' Monthly / Weekly / Daily Rentals 571-0877</p>		<p>HANDS-ON INSTRUCTIONAL CRUISES. Enjoy learning heavy weather sailing, anchoring, navigation, spinnakers & cruising skills. Join Solo TransPac skipper Mike Pyzel on a personally tailored 3-5 day live-aboard instruction cruise in Santa Barbara's offshore islands. Brochure. PYZEL NAVIGATION & CRUISING, 86 Olive Mill Rd., Santa Barbara, CA 93108, (805) 969-4195.</p>

PARTNERS WANTED! 1977 ISLANDER 32 Excellent condition, beautiful teak interior. 3 jibs, Orinda autopilot. 50% interest \$4,500 & \$325/month (\$238 deductible). 33% \$3,000 & \$220/month (\$159 deductible). Jeff 469-9852, 788-2400.	ERICSON 30 "ASTREA" '68 fiberglass sloop, 5 sails & spinnaker, Albin engine (12 hp), 12V/DC, 110V/AC, VHF, depth, RDF, compass, full galley (w/re-frig.), safety equip., self-contained head & shower facility. \$26,000/b.o. Alameda berth. Dick (415) 577-5186, 521-5216.	ENDEAVOUR 37 Cutter rigged, bluewater sailboat. Great liveaboard, pressure water, refrigeration. Trade for J/30, property or \$79,500. 994-8137 (e) Chris 876-7722 (d)
FOR SALE — 50' SLIP Located on the west side of Pier 39, this slip has all utilities available. Perfect location for the weekend or the liveaboard. Close to shops and restaurants. \$47,500. Call (415) 493-1846 or (408) 866-5029.	BOSTON WHALER 13' 1975 in excellent condition with 40 hp Johnson, good tilt trailer, many extras including 2 gas tanks, running lights, optional canope, 2 extra wheels and tires, tired canvas boat cover. 549-9479	CATALINA 27' Excellent condition. Dinette int. Atomic 4. VHF, DS, KM, custom sails incl. 150 genoa. Adj. backstay. Lots of extras. (415) 593-3697 (after 5 pm).
— BOAT GEAR — Anchors, blocks, 5' Danforth compass, rope, radar reflectors, Seagull O.B., 10' Ranger "Minto" sailing dink, oil lamps, "Wind-scoop". All items are new or in 'like new' condition. Leaving area soon—will listen to any reasonable offer. Jim 415/571-1079	'76 CATALINA 22 Full keel Bay cruising sailboat. Sleeps 4, full galley, Porta-Potti, 3 sails. '81 7.5 hp Evinrude O/B just overhauled. Ballena Bay berth. Steal at \$6,000. Joe (408) 739-1522 or (408) 289-2207.	1977 CT 37 Beautiful Perry designed, Tayana-built cutter with loads of gear including six sails, Volvo MD3B diesel, self-tailing winches, autopilot, Bimini, dodger and more. Maintenance topnotch thru-out. Lying New Orleans. Must sell. \$72,500. (408) 238-3203.
CLUB NAUTIQUE MEMBERSHIP Super sailing club on S.F. Bay. Instruction, discount charters, free training yachts, club cruises, over 150 yachts to 58-ft. Value \$2,195, only \$1,700 plus transfer fee. (415) 459-3794.	OFFSHORE EQUIPPED '73 Ranger 37 flush deck sloop. Westerbeke diesel, 9 sails, all electronics, plus Hydrovane windvane, Ham SSB radio, EPIRB, dinghy, Avon liferaft, much more. Excellent condition. \$60,000. Smaller boat trade-in considered. Randy 206/784-5437 Seattle	27' BALBOA 1980 — 3 sails, VHF, depth, knot, whisker pole, boarding ladder, Chrysler 250 sailor outboard, with trailer. Good condition. \$16,900. (408) 244-5428.
RANGER 26 "CROSSBOW" '83-'84 winter champ. Complete race, VHF, etc. Excellent condition. Located at Richmond Yacht Club. \$13,000/b.o. 254-6270 or 235-1137	EL TORO Wood, varnished interior, painted hull. All equipment complete and in excellent condition. Jotz sail. (415) 472-7528.	WANTED Catalina 22' with pop top, trailer, good condition. Prefer Sac. or Bay Area. It's a Christmas surprise for great loving husband, must be owner financed. Call (916) 432-4034, thank you.
COLUMBIA 33 One of the boats that made Columbia famous. Sturdily built (11,000 lbs), yet has been singlehanded L.A. to Hawaii in under 18 days. Long list of equipment; six sails. Warm mahogany interior. \$26,500 — some terms possible. Call 948-4433.	FULL KEEL SLOOP 26' Contessa. Excellent condition. \$17,500/B.O.. Ted (415) 521-7610, 523-6206	LADY WANTED Lady, compatible with boat life and full time cruising. No ties. Share 47-ft schooner with possible permanency. Heading back to Tahiti and west. Anywhere! Sea Swan, 1011 Keehi Bt. Hbr., Honolulu, HI 96819.
WESTSAIL 43 — TALL RIG CUTTER Bristol blue water cruiser, comfortable liveaboard, while you plan your voyage, factory finished, easily handled by couple, private forward and aft cabins, all wood interior, slip, extensive inventory, small sailboat in trade considered. (213) 549-5582.	41' ERICSON — WORLO CRUISER — \$47,500 (2 boat owner — must sell). Excellent condition. Sails, rigging, mechanical, Hood furling, autopilot, fireplace, shower, etc., etc. With Sausalito slip. 921-6168.	SAILBOAT TRAILER FOR RENT EZ Loader, 4500 # capacity, boats 22/26 feet long with full keel such as Dolphin 24, Bayfield 25, etc. (no fin keels please). My towing vehicle normally included. John Bailey (707) 485-0732.
ERICSON 29 Excellent condition, sleeps 6, wheel steering, VHF radio, AM/FM cassette, all teak redone, recent hull & bottom work, new batteries, new through hulls, Berkeley berth, one owner. \$28,000. (408) 286-9124	36 COLUMBIA 1968. Excellent condition. New upholstery, carpet, rebuilt Atomic 4, 30 hp. \$35,000. Will trade up. Bob (916) 925-7946.	1981 CATALINA 30 SFO berth, dinette, S/S oven, fresh bottom paint, tank macerator, 3 sails, pedestal steering, diesel, VHF, depth sounder, good condition; \$33,000. 731-4956.
GEAR FOR SALE Standard Horizon LTD VHF, \$100. Spinnaker for 25-27 footer, \$75. Cheapo 2-man raft (great for the pool or Hospital Cove), \$20. Bronze seacock, \$25. Eric, (408) 286-6930 (eves).	FOR SALE — SAILBOAT 32' schooner. Salvaged, wooden boat. 20 hp diesel engine. Docked in Sausalito. To see call (415) 331-2938 or (415) 458-1001.	1973 ERICSON 27 One owner — excellent condition and loaded. Folding prop, spinnaker, 120 & 150 jibs, KM, DS, VHF, Atomic 4, Lectra-San, cockpit cushions & more. \$18,500. Paul (415) 454-1651 or 457-8080.
SANTANA 22 Hauled July '84. New bottom paint. New head. 7½ hp Honda O.B. (almost new), main and 3 jibs, whisker pole, pulpit, life lines, anchor and rode, life jackets, main traveler, boom vang. \$5,500. 583-6152.	FOR SALE Roberts Maritus 45 Hull. C-Flex, fiberglass. Solid professional layup. (415) 349-1735 or call (415) 570-6632 and leave message on my business tape answering machine.	YANKEE DOLPHIN 24' Cruising sloop, classic Sparkman & Stephens design, F/G with beautiful teak trim, new Hood sails, Evinrude 6 hp O/B, mahogany cabin, super condition, full galley, VHF, many extras, Sausalito berth. \$13,400. 664-3321.
LAPWORTH 36 Sails like a dream! Cruise Bay or world with speed, or liveaboard in comfort. Beautiful mahogany sloop — no rot — recent excellent survey. 7 sails, diesel. List equipment/particulars on request. Slip available reasonable. \$28K/offer. 372-8552.	THE FRUMIOUS BANOERSNATCH — 43' PETERSON Custom racer built 8/83 by New Orleans Marine. Glass hull, carbon fibre deck. Lighter & stronger than previous Serendipity 43s. Hulse-Chrisman spar, Horizon sails, B&G Hercules computer, SatNav, custom Lewmar winches. \$138,000. (707) 557-5491	32' COLUMBIA SABRE My beautiful, fast comfortable boat needs a new home!! F/G sloop, bristol cond.! New head, all pumps, Barients, rigging, O/B, S/S sink/icebox, 4 bunks, lg. cockpit — new everything!! Sausalito berth. Bargain at \$12,500. (415) 332-7543 (after 6)
BALBOA 24 2 years old, never in salt water. Used once, fixed keel, complete galley, sleeps 5. All instruments, extra sail, loaded. No trailer. (415) 593-3996 (days), (415) 349-5742 (after 6:00).	WANTED A liveaboard/caretaking situation for single woman in San Francisco for 3 days a week, Dec. through April. 3 years experience aboard the Stone Witch. Also ride needed to Baja in late December. Call Merlyn Storm (415) 431-4590.	OWNER MUST SELL CT 41' ketch. Built 1976. Great for cruising/liveaboard. 75 hp Volvo Penta, autopilot, 6 man life raft, many other extras. \$65,000. (805) 644-1357.
WORLD-FAMOUS VEGA 27, "MAHINA" Having sailed Mahina 15,000 miles through the South Pacific, and then having rebuilt her, I can honestly recommend her as a world-cruising boat for 2 people. Present owners have just had hull refinished, engine rebuilt, and several sails added. Just add a vane, and she's ready to circumnavigate! \$17,500. Wind Works, P.O. Box 800, Friday Harbor, WA 98250. 206/378-5016, collect.		TARTAN 30 CHARTER WINTER RATES ARE BACK! \$75 PER DAY — BAY OR DELTA Sleeps 5-6. Head, pressure hot & cold water, inboard, VHF, depthsounder, knotmeter, stove, shorepower. Well balanced, stiff and dry. 339-3288.
CATAMARANS — USED 15' Sea Spray, \$1300. 15' Prindle, \$1845. 16' Prindle, 3 from \$2195. 18' Prindle, \$3400. 18' Sol Cat, \$1995. 5.2 Nacra, \$2950. STOCKDALE MARINE Carmichael (916) 944-1232 / Dealers for Prindle Cats		 Sea Berths <i>custom bedsheets for your boat</i> 415 775-5154
MARINE DIESEL ENGINES New Nissan 633 & 433 diesel engines, marine equipped — also marine transmissions, straight and V drives, stern drives, and a complete line of Nissan diesel engine parts. Best prices around! JOE'S EQUIPMENT SALES (209) 537-5057		ISLANDER 40 KETCH 1972 with new ('83) Chrysler 110 hp diesel. Sails: main, mizzen, jib, med jib, storm jib. Midship cockpit, excellent condition. Loaded: autopilot, VHF, SSB, CB, ham radio, RDF, rudder angle, knot/log, davits, Zodiac with 4 hp Evinrude, etc. \$95,000. Stockdale Marine. (916) 944-1874.

SANTA CRUZ 33

This is a custom 6000# full on high speed cruiser. Standing head room, full galley with propane oven, refrigeration, chart table, BMW diesel. Main, 3 jibs and spin., all quite new. \$45,000. 408/476-0100. Bill Pierce, 604 Middlefield Dr., Aptos CA 95003

CAPE DORY 36

1983 model. Excellent condition. Anxious to sell. Call (415) 591-4879 (eves).

YOU SAIL, I'LL SWIM

Young professional with 36-ft sloop, looking for a swimming pool in southern Marin for lap swimming. Will trade for sailing excursions. 331-6234.

CAL 20 SAILBOAT

Heavy duty race rigged, spinnaker, excellent condition, Honda 4 stroke, VHF radiotelephone, knotmeter, AM/FM, other assorted equipment. Coyote Point berth. \$5,000 o.n.o. Phone (415) 367-2573 (day) or (415) 681-6660 (eve).

43' ULTRA SLEEK CLASSIC SLOOP

Close-winded enough to tack up a creek. Powerful enough to dredge the creek to 6' at M.L.W. The shrewd Aussies never challenged this proud beauty. You can be her master for only \$29,500! (415) 435-1791.

BOAT GEAR

Liferaft: Avon 6 man; cannister, full pack, unused, just recertified, \$1,400 o.n.o. Sextant: Ebbco, plastic, reads to .2', \$25. Portable black/white TV-T.M.K., AC/DC battery, 5" screen, \$75. Walker Log, \$175. Charts/Books. (415) 826-9144.

LEAVING THE BAY AREA, MUST SELL

Must sell my Clipper 30-ft fiberglass sloop. Excellent condition, spacious interior, sleeps 6. New motor. Many extras. Sacrifice at \$9,500. Any reasonable offer will be considered. (415) 769-8422 (leave message).

NOR'WEST 33

Fast and elegant cruising yacht. Very well equipped. Good sail inventory. Call for very low price (408) 426-1526 (eve) (108) 425-6473 (days)

ISLANDER 36

'82 model. Bristol condition. VHF, Dodger, Datamarine inst. Hood sails, batt. charger, refig. Fresh bottom paint. Save thousands from new price. Must sell. Call (916) 988-4379 (home), (916) 488-5400 (work).

ISLANDER BAHAMA

Thanksgiving cruise Nov. 10 and 11 at the Berkeley Marina. All 18 owner's are invited. Dinner will be at the Dock of the Bay restaurant on the 10th. Overnite berthing will be available. For details call Mike (415) 276-6954 or Terri (415) 592-0312.

24-FT ALBERG WINDWARD SLOOP

Full keel, f/g, excellent condition, 4 Sutter sails, 6 hp o.b., galley, d/f., compass, sleeps 4, must sell. \$5,900 B/O. (916) 488-3539 or (415) 331-9062 (eves)

ISLANDER 30

'69 w/Atomic 4, gas i.b., main, lapper, 170% genoa, VHF, compass, D.S., pulpits, lifelines, preventer-boom vang, flush deck, full keel, good headroom, galley, sleeps 6. Good condition, recent survey. Asking \$21,500. (916) 944-1874 or 944-1606 (e).

CATALINA 27

New: sails, spars, rigging, life lines, engine, batt., cushions, paint, more! Great Bay boat, perfectly maintained. Recent haul-out/survey. VHF, fathometer, autopilot, extras. Paradise Cay berth. \$18,900. Looking for a Catalina 30. Dave 415/383-7537.

'76 ERICSON 35' SLOOP

Great Bay toy, liveaboard capable, no berth rent, wheel, singlehand, shower, nat. gas stove, quad. stereo, 3 anchors, 9' fiberglass dinghy. \$40K or trade for Sac. income prop. (415) 420-9548.

32' SAILBOAT

Ben Seaborn design. Built 1965 in Japan. Cruise/race/live-aboard. \$13,500/offers. (619) 295-6532. (619) 583-2076. San Diego.

KNARR

30' wood sloop. \$9,500/terms. Excellent condition. Full cover; outboard; Sausalito berth. 768-1947 (days) / 388-9003 (eves).

LIVEABOARD

A light open feeling typifies this 41-ft tri-cabin cutter. enough equipment to liveaboard and sail without adding a thing. Well decorated, sparkling clean and fairly priced. To see and make an offer call (415) 953-4625 / (415) 922-8582.

'66 EXCALIBUR 26 CF4409CZ

7 sails, 2 Arcos, 2 Barlows, 15 hp saildrive. \$12,000. (415) 883-2750 keep trying or P. Vermef, 38 Calypso Shores, Novato 94947

CLASSIC WOODEN CUTTER

33' British design, comfortable & safe. Proven voyager: Mexico/Galapagos/Hawaii/Alaska. Beautiful boat, perfectly maint. Fully outfitted: self-steering, dinghy, Zodiac, 3 anchors, storm sails, fatho., RDF, MOB. New Yanmar. \$34,000. (619) 224-3311.

GO CRUISING NOW!!

Rare opportunity to own one of the finest wooden racer/cruisers ever built. Frederick Parker designed *Rumpus* for the first OSTAR in 1960. 32-ft flush-decked masthead sloop, Honduras on oak, copper rivetted, diesel auxilliary. Excellent condition. Completely equipped for self-sufficient cruising, living anywhere in the world. Owner will provide long list of particulars/demo sail to interested parties. Delivery anywhere on West Coast. \$38,000 Baja Anyone? (619) 225-9353, (415) 234-2680.

COLUMBIA 24 MKI

Fiberglass full keel sloop. 5'9" headroom. Roomy, almost new rigging, modified rig, main, genoa, jib; full boat cover; winches, VHF, compass, anchor, water tank, toilet. Sleeps 4. Trailerable, a very forgiving boat. \$5,500. 331-2663.

ERICSON 27

Excellent Bay and ocean sailer in very good condition. All new seacocks, propeller and shaft new, bottom painted 2 month ago. VHF, D.S., K.M. jib and genoa. Asking \$21,500. Call 589-2474 (days) and 728-3552 (eves/wkends).

ATKINS SLOOP

22' classic in prime condition. Equipped to cruise. 2 anchors, depthsounder, S.W., 20 gal. water, inflatable, 2 bilge pumps, kero stove, Yanmar diesel 7 hp, 85 hrs. Much more, asking \$12,000. Kevin Brown (415) 322-3508 or 9600.

I'LL HELP WITH EXPENSES

Inland sailor desiring coastal cruising opportunities has \$500/yr. for 12-15 days use of 30+-ft sailboat. Prefer option to purchase over long term. Monterey Bay or So. Cal. coast. (209) 449-3407 (w), (209) 298-5040 (h).

1975 ERICSON 29

New cust. int. Autopilot, wheel steer'g, Yanmar diesel. Roller furling jib & genoa, new spinnaker & gear. Diesel & elec. cabin heaters. K.M., wind speed, wind point, D.S., 55 chann. VHF, stereo, dual batteries & charger. \$25,900. 415/933-9193.

\$8,000/B.O. — 1966 CAL 25 — BERKELEY BERTH

Excellent first boat for daysailing, racing and overnights to Angel Island. 10 bags of sails incl. very fast Pineapple spinnaker. Evinrude o/b, knotmeter, alcohol stove, lots of fenders and dock lines, battery. Frank 527-2061 (e), 498-5625 (d).

LEASE MY DUFOUR 30

I'm out of town for about 1 year, so my sloop is available at the Berkeley Marina for Bay sailing or cruising. Every required cruising item is onboard, including RDF, VHF, depth, 2 compasses, Autohelm, dinghy, navigation accessories, 11 bags of sails, including 3 new Pineapples. It's all yours for about a year at only \$400/month. 549-9479.

CLIPPER MARINE 30

Possible Sausalito berth, sails incl. spinnaker, refrigerator, large V-berth, VHF, phone hook-up, 110/12v, pressure water system, legal head, good liveaboard. Must sell. \$11,000/B.O. 332-2545.

ISLANDER 30 — 1984

Fiberglass sloop, main, storm jib, working jib, 110%, 130%, 150%, spinnaker — radial with all gear. Datamarine instruments, W/S, K/M, D/S with log. Autohelm 3000, Force 10 heater, cockpit cushions, 15 hp Yanmar diesel, pedestal steering, VHF, Adler Barbour cold machine, Lewmar winches. For a list of the additional gear aboard please call. Redwood City slip also available. Asking \$55,000. (408) 629-3936 (eve) / (408) 945-1373 (days)

YACHT PARTNERSHIP

45' Garden Porpoise Ketch. A fiberglass beauty with all teak interior. Let's discuss the possibilities. Call Joe 332-5311 (days), 383-6221 (eves).

"ANNA" — 65' ALDEN KETCH

Beautiful rebuilt inside and out 1926 classic sailing yacht. Perfect for liveaboard couple. Owner must sell to build house. Asking \$95,000. Call Ken (916) 753-7846.

37' NICOL TRIMARAN SLOOP

Documented, coldmolded, glassed, foam-insulated, full galley, head, 2 double/2 single berths, 7 sails, 2 anchors, D.S., stereo, 2 speed Barlows, Honda/Seagull, just hauled, painted. Ill health forces sale. Asking \$20K. (415) 669-1576.

SALVAGE SALE

34' wooden classic sloop with slight damage to topside and interior. Sealed bids only and must be received by 10 November 1984. For further information and inspection arrangements, please contact G. Gombasy at (415) 347-2778.

ARIEL

Owner's manual & maintenance guide now available for \$37.50. Includes membership in the Ariel Association, 25 plans of original Pearson hardware, sources of replacement parts & accessories, & drawings of custom modifications. \$37.50 to Gene Roberts, Treasurer, 2085—14th Ave., S.F. CA 94116.

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BRIAN O'DONOGHUE

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Excellent references

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PRACTICAL SAILING CHARTERS at Brisbane Marina

Wright Allied 36-ft ketch / Cape Dory 36 cutter
Ask about our San Diego connection.
Call (415) 591-4879 (eves).

49' Robert Clark Cutter — A Yacht of Year in Britain 1965

Beautiful, ocean racer/cruiser. Classic lines.

Custom built to Lloyds 100 A1 of teak/mahogany on oak. Three cabins.

Fully equipped. Excellent condition.

\$110,000 (1/3 replacement cost).

(415) 826-9144.

FANTASTIC EATING — NUTRITIOUS YURIKA FOODS

Boil foil pouch 5 minutes to serve. No refrigeration. Stores 5 years. Not freeze dried.

Distributorships or Food Club Cards — Bargain prices.

Fen Cady, D.D.S. Independent Distributor (415) 461-6060 or 435-1071 (eves)

KETTENBURG 40

1961, outfitted for cruising. good condition. Aries, Faryman diesel (30 hp), Avon, S/L windlass. Plenty of navig. & safety equip. Wood boat. \$38,000.
Derek 485-6776.

ERICSON 30 SLOOP

Fiberglass, beautiful teak trim, headroom thruout, inboard engine, lots of equipment. VHF, DS, knotmeter, knot/log, Avon, encl. head. Sleeps 5 if everybody's friendly. Harry (415) 367-0660 (lv. msg.). P.O. Box 1201, Redwood City, CA 94063.

ENGINE WANTED:

Atlas Imperial, Acme, Hicks or similar large, old marine engine wanted for restoration of 1915 46' boat used for fishing and towing. (707) 552-2659.

J/24

'82 with professionally faired keel & rudder. 2 suits of sails. 5hp Mariner outboard. Additional items too numerous to list. Asking \$18,000 o.b.o. 2 axle trailer available. Buy this boat if you want to go fast! John Williams 415/331-8154 (b), 415/331-2946 (h).

HERRESHOFF H-28

Unmodified. 28-ft ketch in bristol condition. Beautiful, fast, gentle and balanced. Very complete gear and electronics. New cover. Grey 25 hp '76. Perfect for Bay, Delta, Mexico, etc. A joy to sail and cruise. \$17,000.
(415) 525-0279 (e).

PANACHE

The Bill Lee 40' ULDB that left RYC 3 years ago. She's had many cosmetic changes above and below, otherwise, she's the same fast, fun *Panache* which graced the Bay. Still a single & doublehanded winner, still sails to her PH rating in crewed events. Rigged for singlehanded, *Panache* has an extensive inventory for speed, safety and comfortable cruising. (213) 822-5549 (res) / (213) 743-8608 (w).

MEANDER

Poor health forces sale of 28' Winslow cutter. Built by Aiken, mahogany on oak. Recently remodelled interior includes propane stove with oven. \$12,000. Write or call: Barry Heit, P.O. Box 487, Capitola, CA 95010, (408) 462-5899.

XMAS BAREBOAT

Dreaming of warm, azure seas, gentle winds, white sails unfurled. Caribbean? Greece? Tahiti? Are you planning to charter for holidays & need pretty young woman (30's) to complement crew? Please lv. msg. for Carole 415/851-3795. Bon Voyage!

NEWPORT 30, 1979

Volvo diesel, autopilot, VHF, RDF, depthsounder, speedo, log, EPIRB, Metzler dinghy, kerosene stove with oven, Lewmar self-tailing 2 speed winches, cruising spinnaker and much more. Located Richmond. Excellent condition. \$35,000. 916/878-1850.

53' FERROCEMENT HULL

Deep keel ketch design. Tied and wired with 4-ply mesh. Prop-shaft tube and rudder supports in place. Ready to plaster. Excellent opportunity. \$2,000/b.o.
(916) 443-1529.

COLUMBIA 30

Strong, well-built sloop, excellent for Bay/local coastal cruising. Wheel, Barient winches, fireplace, self-tending jib, KM, VHF, DS. Great condition! Sacrifice at \$26,500. Steve 552-2001 (w), 661-6092 (h).

TAHOE, THE BAY, SAN JUAN'S, MEXICO

Take it anywhere at highway speeds on its own trailer. Great buy — great fun boat — set up right. Beautifully equipped Lancer 28. Lead internal ballast. Better than new condition. Datamarine depth sounder, knotmeter, VHF, CB, holding tank with macerator, dual speed winches, spinnaker, 150 genoa, jib and main, shore power with charger, 15 hp electric start Evinrude, mast head tricolor, strobe anchor light, swim ladder, stove with oven, dinette, can sleep as many as seven below. Designed by Shad Turner, its long shoal draft keel gives it excellent directional stability and great reaching/downwind performance. Surprisingly fast and very easy to sail. Sailing lessons included with pleasure! Asking \$19,800. Call Bob Becker (415) 939-1699 (home) / (415) 233-7452 (work).

READY TO CRUISE OR LIVEABOARD

'74 Yorktown 35'. Center cockpit, completely private aft cabin with double berth and head. Forward area has V-berths, settee, dinette, toilet room, double sink. Complete teak interior, charming, yet practical kitchen, dining area! Great food storage. Butane stove, AC/DC refrigerator. Rigged to sail from inside cockpit. Autopilot, 60 hp diesel, 50 gal. fuel tank, brand new mast, many extras. Excellent condition. Ready to go! Divorce forces sale. \$55,000. P.O. Box 832, San Carlos CA 94070. (415) 593-8811.

CAPRI 22

One design racer made by Catalina. 4 berths, large cockpit and completely equipped. Sails and trailer incl. \$7,995.
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1980 HANS CHRISTIAN 43

Cutter. Low engine hours. Like new. Sausalito berth. \$110,000.
332-4722 / 388-5321

NIGHTENGAL 24

Cruise/Race. Singlehanded winner. Wylie SF Bay Design. LP paint. 7 sails. 4 Barients. Custom deck layout. All standing/running rigging replaced. RDF, knot, compass, stove, O.B., cushions. Sausalito Yacht Harbor berth. \$10,800/b.o. 415/924-1288.

26' PEARSON ARIEL

Full-keel fiberglass sloop, 1964. Spinnaker, genoa, lapper, working and storm jibs, jiffy reefing main. Yanmar diesel, 220 hours. Kerosene stove, depthsounder, anchors. Monterey mooring available. \$14,850. Mickleburgh, Box 348, Monterey, CA 93942.

CATALINA 25

1982, with dinette interior. 7.5 Honda O.B., stereo, VHF, head, alcohol stove, mounted depth sounder and compass, 150% and 110% sails, whisker pole, full safety package, Alameda Estuary berth. Call (415) 538-6087 after 6:00.

EAGER CREW AVAILABLE

Non-Yuppie outdoorsy couple, 33-34, with limited experience but full of zip looking for ways to get out on the water sailing, he even in foul weather (ltd.). Skilled/unskilled labor exchange possible.
(415) 548-5394.

COLUMBIA 36

Top cond. New Bimini top & dodger, new cockpit & qtr.berth cushions, Volvo Penta diesel, 4 headsails w/self-furling jib, press. water, battery charger & shore power. S/S, D/S pedestal steer., Sausalito berth. Recent survey. \$39,000/offer. 751-4182.

1977 SANTANA 30

Beautiful cond., superbly equipped. Volvo 13hp diesel, Martec prop., 3 headsails, VHF, Datamarine windmachine, digital knotmeter/depthsounder, Autohelm 2000, shorepower, hydraulic backstay, much more. Alameda berth. \$35,000. 415/851-1179e

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Professional sales person — top lines of new power and sail. Excellent brokerage business. Commission. Alameda. Jack Barr Yacht Sales, 865-1035.

FOR SALE

Moore 24 Hull #24. Excellent condition, 5 headsails, 3 spinners and a main. Trailer included. \$17,500 semi firm. Call (916) 583-1293 (eves). (Tahoe).

BERTH WANTED / REWARD OFFERED

For San Rafael liveaboard slip for 39' sailing vessel with 6-ft draft. One year minimum occupancy required starting this month. References available. Call Greg 332-4462 (wkdy), 457-6094 (eves/leave message).

O'DAY 25

1980 with 9.9 elect. start OB, IB controls. Knot, depth, compass, bilge pump, dbl. reef main & jib, 150 genoa, safety gear, plus other improv. Asking \$18,500.
(408) 269-4434 (eves).

COLUMBIA 36

One of Columbia's finest boats. Fast, safe, headroom through-out, lots of teak. Includes: VHF, RDF, Albin diesel, stereo, TV, chronometer, barometer, diesel heater, main & 3 headsails, double life lines, weather cloths, man overboard gear, 3 anchors, 100-ft chain, brass trawler lamp, double boom-vangs. A beautiful boat for living onboard or cruising. \$37,500 or trade for smaller boat. (415) 856-0200 ext. 207 (days) / (415) 591-2528 (eves). Ask for Ed Larenas.

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That's what you'll think when you see this traditional 41' Perry design cruising cutter. Completed in 1979 to Lloyd's specs, fully insulated, custom decorated, well equipped and maintained better than new. Must be seen. For appt. (415) 953-4625/922-8582

BALBOA 27

'78 w/new '84 trailer & 9.9 hp elec. start O.B., jib, main, bow/stern pulpits, lifelines, VHF, compass, porta potti, galley, sleeps 6, 6' hdm., very clean. Shoal draft keel w/cast iron ctrbrd. Trailer. \$17,500. W/o trailer \$14,500. 916/944-1874 or 944-1606/e.

GOOD CHEAP SAILING

Join established sailing club with Cal-20's at Berkeley Marina. Member's share for sale at \$500, plus initiation fee. Monthly dues only \$30. Great deal for intermediate/advanced sailors to sail the Bay with own crew. Cathy (415) 845-1833.

ISLANDER 27

Inboard, VHF, club jib. Fully enclosed head with sink, dinette interior. \$13,900.
(415) 881-0546 (lv. message).

TIME SHARE '83 HUNTER 31

Membership available. \$160/mo. plus insc. Sleeps seven, hot & cold pressure water, galley, head w/shower, electronics, diesel, stereo, wheel. Alameda slip. Deb or George (415) 969-9992.

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1979 LANCER 28

28-ft mast head sloop. Shoal draft keel (3.0 draft) and 50% ballast/dis. ratio. Wheel steering, 2 burner stove, whisker pole, '83 9.9 hp OB, standing headroom, sleeps 6. \$17,500 OBO. (408) 736-3134

WINCHES

Pair of Lewmar 40 winches, 2 speed, list \$435 each, \$500. Call 441-5970

PARTIALLY COMPLETE

'79 Westsail 28. Partial interior. Volvo MD11C diesel, cutter rig, all standing & running rigging. Reasonably priced at \$25,000. Paradise Cay (Tiburon) berth. Write Byron Muntyan at 3060 Bell St. #209, Sacramento, CA 95821 for more details.

22' CHRYSLER SLOOP

Excellent condition. Recent survey — \$18,000. New interior covers, new bottom paint. Must see. Desperate, asking \$12,500. Includes trailer. 574-1797 (after 7 p.m.).

WANTED — EXPERIENCED SAILOR

Female sailboat owner, 44, with Sausalito berth, seeks an experienced male sailor of similar age for Saturday afternoon Bay sails for skill sharpening. (415) 386-1059 (eves).

GLASER DESIGN 26' TRIMARAN

VHF; VDO sumlog; wind/tow generator; windvane; Autohelm; 5 sails; Johnson 6 in well. Currently at Puerto Escondido, BCS. Two boat owner anxious to move on. \$7,500/offer. (408) 255-5322 (eves) or (408) 274-4319.

LIFE RAFT — WINDVANE

Avon 4-man cannister life raft — \$950.
Aries windvane with wheel adapter — \$850.
(415) 254-6546

CAL 20

One-third partnership. One silent partner; one very quiet. Boat yours most of the time. North sails, 7 hp Evinrude, San Rafael berth. Just hauled and bottom painted. \$1,500 or best offer. 456-1158

32' TRAVELLER

Double ended cutter — 1977 USA built, full keel, beautiful teak decks & trim, Volvo diesel, 6' headroom, could liveaboard, ocean tested, moving out of area, \$59,500. Call (916) 381-8568 (after 6 pm or weekends)

STEEL BRISTOL CUTTER

32.6 LOA, 26.6 on deck, 8.8 beam, 4.6 draft, 11,000 lbs. displ. Exterior finished. Roughed-in interior to be completed. Mast, mahogany hatches, some standing rigging, sail, etc. Surveyed. \$15,000. New diesel outboard extra. (415) 364-6403 (lv. msg.)

24-FT WOODEN SLOOP

Danish double ender. Simple rig, no engine, excellent Bay boat, upwind Berkeley berth. \$5,000. Call David anytime 9 am-9 pm at 848-2518.

CORONADO 25

Safe, fast, roomy, good looking, great condition, latest model. Lifelines all around, new Johnson motor, Pineapple sails, Barient winches. \$8,200. (415) 964-4630 / (408) 727-9582.

CREWMAN AVAILABLE

For trip down to Cabo. Coastal experience, calm natured, and hard working. Bryant, 30 years old. 221 Ave. Rosa, San Clemente, CA 92672. Call: (714) 498-5807.

FOLKBOAT — DEBUTANTE

1959 Danish built cruising sloop, mahogany on oak, copper fastener, full boat cover, outboard, dink, varnished hull, looks sharp. \$5,500/best offer. 856-6977 / 961-1425.

PIER 39 SLIP FOR RENT/FOR SALE

Lease new 36-ft slip on "B" dock at \$225 month, or For sale at \$38,500.
(415) 728-3564 / Box 45, Moss Beach 94038

FLICKA

Cruise equipped. Dodger vane, autopilot, Force 10 heater, Sea Swing stove, Fastnet lighting, teak turtle, 78 channel radio, bronze ports, lots of teak. Spacious cabin with lots of cabinets, full sail inventory with awning. (818) 790-2323 (eves/wknds).

OLSON 30 "CARINA"

Launched 11/82. '83/84 season champ. Horizon/VHF, Signet 1000/1500, 2 Plath compasses, AM/FM/Cassette stereo, 12/22/23ST Barients. DeWitt main; 70% & 100% Dacron jibs; 150% Mylar jib; 100% & 85% spinnakers — all in very good condition. Ulmer Koli inventory used 5 times — main; #1 & #3 Kevlar; 100% 1/2 oz. spinnaker. '83 4 hp Evinrude. Many more extras. Epoxy/Baltoplate bottom. Superbly maintained at Brickyard Cove E-6. Transferred to Alaska. \$37,000/B.O. Call Tim Lane (415) 381-2345 (eves) / (415) 979-8568 (days)

COLUMBIA SABRE

32' LOL Sloop. 4500 lb disp. Large cockpit. Sails & boat in good condition. Tiburon berth. Owner at 924-4385 or 974-1666.

MOORE 24 — "FLYING CIRCUS" — \$15,500

Complete, competitive, fully equipped for one-design or ocean racing. Sails, motor, trailer, radio, much more. This boat has been actively campaigned and is realistically priced. Must sell. Roger (415) 387-4590, (415) 681-4150

24' COLUMBIA CHALLENGER

Strong, well built boat, excellent for S.F. Bay sailing. Large cockpit, sleeps 4, 6 hp outboard. Active one-design racing class. Give away at \$4,200. Call Kevin O'Donnell at (415) 526-6329 (h) or (415) 864-1952 (w).

R-20, EXCEPTIONAL BOAT

On a trailer in Fresno (no salt). 3 sails, O/B, dodger, bridle, stove, plow, etc. With recently upgraded rig and new faired Micron bottom. (209) 225-3924 (weekends) or (415) 340-8028 (weekdays). Ask for Greg. \$6,500.

HANS CHRISTIAN 43 — KETCH

Customized — over-sized rigging, cut-away high performance keel; will consider trade for wine country property, creative financing, T.D., cash — serious offers only. \$113,000. (707) 935-0831 (res.—leave msg.), 996-3030 (bus.—ask for Helmut)

WANTED — GASHOUSE COVE/WEST HARBOR SLIP

Will purchase 36-40' cruising boat immediately if it has the necessary slip. (408) 257-2000 or (408) 354-9337, ask for Brien.

1970 COLUMBIA 26 MK II

Excellent condition. 3 sails, VHF, D/S, K/M, 5 bunks, galley, enclosed head, carpeted. Many extras. 14 hp and 6 hp O/B's. Oyster Pt. berth. Priced well below market. \$9,500. (415) 941-5566

APRODITE 101

33' F/G sloop. Great sailing. Beautiful and sleek. Fully equipped and like new. \$40,000. (415) 962-0613 (eves).

RANGER 33 — GREAT LEASING DEAL

For qualified skipper. Lease (1/3 time or more) this highly regarded yacht for half present day costs. Fast, safe, seaworthy; every creature comfort and sailing amenity. Sausalito berth. \$250/mo. Don Norwood, (408) 735-8511 (e), 733-1136 (d).

OLSON 30

Excellent condition, 1980, 7 bags North sails, OB, Barient 23's ST, 22's & 18's, Loran, VHF, Datamarine depthsounder and speed/log, VDO wind instrument set, custom Imron paint (gold & black). \$26,000/offer. (707) 964-5438.

NEWPORT 27 — 1980

A one owner, impeccably maintained boat berthed exclusively in fresh water. Self-tending, Delta sails. Datamarine electronics, VHF, inboard and much more. Save brokers fees. You must see this fine boat. (209) 477-0978.

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If you want to try a spinnaker, buy one of my used DeWitts. .75 Radialhead I = 34.75, J = 11.75, asking \$250. 1.23 Triradial, I = 33.20, J = 11.50, like new!! Only used 10 times!! \$500 firm. (415) 234-8194

SANTANA 35

Contention — Anodized spar, rod rigging, Barients, North sails, Loran, many extras. Located: Newport Beach. Asking \$63,000. Gordon, (714) 546-1653 (d), 644-8693 (e).

LIFE RAFT — SAILS

Never used 4 man 'RFD' life raft. Serviced and certified Oct. '84. Like new! Asking \$600. Mainsail: 3 reefs, very good condition. 42'x15'6"x44'6". Asking \$450 or best offer. Small jib 16'x14'6"x6', \$50. (415) 343-5718 (7 am - 10 pm).

COLUMBIA 8.3, 1977

27' Alan Payne design, Atomic 4 low hours. Teak interior, very clean, VHF, stereo, depthsounder, 2 jibs, custom hatch, sleeps 4, 6' + headroom, many extras, consider smaller boat as down. \$28,000. Alameda. (415) 865-5259.

ALBIN 28

'82 Performance cruiser. 4 sails, Yanmar 12 diesel, self-tailing winches, VHF, compass, digital depth-knotmeter-log unit, 2 burner stove, pressure water, whisker pole, sleeps 5. Reduced. (415) 563-3295

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RANGER 23 Loaded cruiser/racer. Many extras including 5 Barient winches, 7 sails, spinnaker gear, knotmeter and compass, lifting gear, new cushions and carpet. 6 hp OB. Excellent condition. \$11,950. (415) 479-9606	PEARSON 365 SLOOP Ready to cruise. 150 gallons water, shower stall, refrigeration, new high seas diesel heater, AM/FM stereo cassette, sail inventory from storm jib to 180% genoa and spinnaker, new diesel engine, windvane, Achilles dinghy. \$74,950. (206) 775-1953.	40' CUTHBERTSON & CASSIAN, MARK II Swift Offshore cruiser/racer (30.0/90), functional full teak interior, go-fast goodies, commissioned December 1982. Huge value — for a song. (415) 647-2620 (leave message).
LAPWORTH 36 — \$31,000 Built by Chapman & Kalayjian. Fine condition. Volvo diesel, awl-grip topsides, teak cabin sole, spinnaker gear, full deck cover, knotmeter, VHF. Delivery possible. (206) 378-5050.	PEARSON 28 "DESIOERATA" Excellent cond. Great Bay cruiser. Roller furling, Atomic 4, 5 sails incl. spinnaker, autopilot, VHF, OS, knotmeter, elec. refrig., custom teak/mahog. interior, stereo, dual batt., charger, shore power, raft. Alameda berth. \$26,500. 521-3849, 869-3038	ROBUST TWIN KEEL ENGLISH DAYSAILOR 17-ft. F/G displacement hull with teak chafing rails and 3 hp Seagull aux. Hull and equipment in excellent condition! Good Bay boat and ideal for trailering. Asking \$4,500. Call (415) 254-5096 or 523-7474.
BALBOA 26 1976, boat and tandem trailer in top condition, fresh water Lake Oroville slip; VHF, K/M, compass, main, 100, 150 & storm jib; elec. start 9.9 Evinrude. All the extras and one of the best around. \$13,000. (916) 534-1494.	AL MASON 45 Custom steel ketch. Built in Holland 1962. 300 gal. water. 280 fuel. GMC 3-53 rebuilt 1979 400 hrs. SatNav, radar, VHF, ROF, autopilot, Dynamote dynamic and stativ inverters. Holding plate frig and freezer. Zodiac and Merc. motor. Avon liferaft, wind and towing gen. New main, mizzen, furling jib and storm sails. cruising spinnaker and 150 genoa. 3 page inventory spares. A hard to find combination of quality and beauty. Proven world cruiser. Fully equipped. \$125,000. (619) 425-9036.	TRADE COINS FOR BOAT Wanted approximately 35' fiberglass sailboat in nice condition. Will trade coin collection, approx. value \$40,000. (415) 492-1080
MORGAN IOR 36T Built in 1975 this 1 ton class sailboat is in excellent condition. 40 hp, 4 cyl. diesel with less than 500 hrs. This is a strong, fast boat. A real tiger. \$49,000. (206) 634-3868.	AUTOHELM WINDVANE / BARIENT WINCHES Autohelm self-steering vane \$600. 2 new #24 two-speed Barients \$350 each, or both for \$650. Call: Matt Morehouse (415) 986-4410 (days) or (415) 461-2152 (eves)	CREW POSITION DESIRED Professional couple wants to crew to South Pacific, West, or Caribbean. Offshore experience, scuba diver, water oriented. Able to share expenses. Reply: 4619 Niagara Ave., San Diego, CA 92107 or (619) 222-4802, (619) 231-6666.
HINCKLEY 35-ft wooden pilot sloop. Excellent buy! Asking (far below) market value, \$20,000/offer. Hauled for insurance survey, July '84. Bottom and hull painted during same haul out. Private owner (415) 522-2525.	LANCER 30 '80 sloop in excellent condition. Pedestal steering, Yanmar diesel IB, roller furling jib, jiffy reefing, VHF, depthsounder, double lifelines, alcohol range, sleeps 6. In mint condition. Must sell \$38,000. (408) 241-2607.	26' COLUMBIA MK II Spinnaker, 110%, 150% genoas, 6½ hp Evinrude, 12 gal. fuel. Large cockpit and deck area, roomy below, sleeps 5. Alcohol stove, icebox, fresh water tank. \$8,500/B.O. Must sell to buy bigger. (415) 592-2390 (eves/wknds). Ask for Dave.
RANGER 23 CRAOLE FOR SALE/RENT Wooden frame, carpet covered at supports. Recently restored, built 1975. Great for long-term haul-out or storage. Steve 366-9343 (h) / 592-7550 (w)	WOOD SCHOONER WANTED 35 to 40 LOO. Contact Gig Gonella 331-1080 (afternoons) or 388-5356 (eves)	SANTANA 27 Diesel, 7 winches, all halyards and reef line back to cabin top for singlehanding, VHF, fathometer, 120% jib (reefable), 140% main (2 reef points), spinnaker, 2 anchors, safety gear, custom wood interior. (415) 339-2891 (e), 339-3858 (msg.).
MONTGOMERY 17' TLR. 7.5 OB ('82). 80, 110, 150% & spinnaker. Compass, KM, DS, porta-potti, swim ladder, sun shade, 90 amp batt. and much more. Clean, clean, clean. \$5,995. Phone (916) 920-2785.	HONDA 7.5 LONGSHAFT Super quiet/dependable. 4-stroke outboard run only 10-20 hours. \$650. Will deliver. Call (707) 937-0660.	ATTENTION Cruising my 45' Dufour ketch from Bahamas to California this winter. Want crew to share expenses for all or any leg of trip. Call Norman for further details. (305) 467-8495.
CATALINA 22 1977 swing keel, Odyssey sails, porta-potti, galley, Johnson OB, trailer, fully equipped. Boat is in beautiful cond. Very little salt water use. \$6,950. (707) 823-2224 (weeknights).	CATALINA 30 — 1981 Well equipped with many extras. Call (408) 739-1959	PEARSON 28 '78 F/G sloop, Atomic 4 and in mint condition. Ideal for racing, cruising or family outing. Sails, VHF, compass, knotmeter, depth finder, etc. Rigged for single hand sailing. \$26,900. Must see to appreciate. (415) 882-3860 (day) / (415) 254-4225 (eve).
SANTANA 35 Proven winner in the finest, most active large boat one design class in Northern California: 1984 YRA champion (Bay series), 1984 OCA champion (ocean series). Race rigged with huge sail inventory (17 bags) and extensive extra equipment list. Full digital instrumentation, Loran, VHF, Autohelm, Volvo diesel, 6 berths. Boat has been superbly maintained and is in immaculate, race ready condition. Elegant graphics make this the most beautiful 35 on the Bay. Own the best. \$67,500. (415) 687-0111 (weekdays)	CT 41 1974 well equipped with a unique liveaboard layout. New sails, two dinghies, plus windsurfer. Recently brought up from Southern California. Giving up bachelor living for a lady and a ranch. Make offer. Larry (707) 746-7046.	NICE SAILBOAT NEEDS GOOD HOME Well behaved Ranger 22 with complete sail inventory (11 bags) needs a new home. She is fast and has a good racing record. She will respond to your every command with grace and agility. A very pleasant boat to sail. Comes with trailer and complete electronics including depth, wind direction, and boat speed/log. Excellent condition. \$9,500 or make me an offer I can't refuse. Call Malcolm (415) 321-8174 (days) / (415) 364-8194 (eves)
SOVEREL 30 '82 superb race record, 10 bags, 9 winches, fractional rig, all teak interior, VHF, Loran, AM/FM, loaded and super fast. \$44,900. (714) 594-8666.	RODGERS 30-3/4 TON — MORC O.H. Rodgers designed '82 racer/cruiser. Super comfortable, powerful 30 footer. 11'2" beam, 6' headroom, 10 bags Sobstad, Atlantic marine instru., 6 Barients, teak interior, oven, Yanmar diesel, sleeps 8, hydraulics. Call Bob Strang (714) 831-5025.	PARTNER WANTED Will trade part interest in small No. Lake Tahoe cabin for comparable interest in a well-equipped 30-36' sloop. Call Bob at (707) 745-7576 (days) or (415) 932-1142 (eves)
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PETER JONES YACHT BROKERAGE (415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

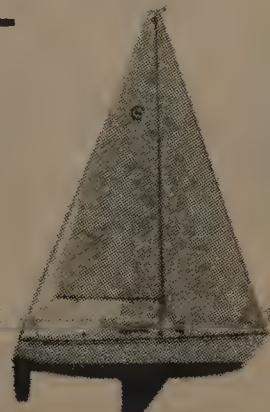
44' CHEOY LEE KETCH '79. Fine Perry design. Must see.....	\$162,500
41' CT '75. Garden dsgn, dsl, Aries, life raft, Honda gen., many spares.....	77,000
40' CHEOY LEE OFFSHORE '74. Tricabin, dsl., nice.....	77,500
40' TRINTELLA '72. Quality cruising ketch. Ready to go anywhere.....	129,000
38' ELVSTROM M/S. Unique Scandinavian design.....	Inquire
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38' FARALLONE CLIPPER '60. Excellent condition. Diesel. Classic.....	Inquire
38' MASON '69. Well-built wood cruising ketch, bronze fast, dsl.....	Inquire
37' GULFSTAR '76. 6 sails, Perkins diesel, vane.....	80,000
37' TARTAN '78. Deep keel, S&S dsgn, suited to W.Coast wtrs. Below market value.....	70,000
37' ISLAND TRADER KCH '77. Much upgrad. done, Angelman dsgn. Cruise ready.....	63,000
36' STEEL CUTTER '63. Van de Stadt design, Mercedes dsl.....	53,000
36' CHEOY LEE CLIPPER KETCH '70. Classic lines, much gear. S.F. berth.....	64,500
35' MARINER '67. Garden design cruising ketch.....	44,500
34' CORONADO '67. Excellent condition, roomy design.....	34,950
34' COLUMBIA '70. Roomy liveaboard w/refrig., wheel, VHF, RDF.....	34,900
33' VANGUARD '64. Exceptional condition, recent diesel.....	35,000
32' PEARSON 323 '77. Volvo dsl. One owner. Clean.....	55,500
32' ISLANDER. Heavily built long distance cruiser.....	39,000
32' PLANET CSTM SLP '72. Alan Smith design, NZ built strip-planked cruis. boat.....	45,000
32' ERICSON '74. Clean with VHF, knotlog, depth and wheel.....	32,000
32' CHALLENGER '73. Roomy fiberglass, San Francisco slip available.....	39,900
32' LAPWORTH SLOOP '60. Strip-planked mahog., clean & fast.....	25,000
31' TRADEWINDS '70. Very roomy f/g cruis'g sloop w/ample gear.....	27,000
30' ALBIN BALLAD '78. Very clean and cruise equipped.....	39,000
30' SANTANA '77. Wheel, diesel, spinnaker and more.....	36,000
30' FISHER '73. M/S, inside steer'g, dsl, radar, a.p., refrig, more. Exc cond.....	56,000
30' COLUMBIA '71. Roomy with good gear and clean.....	27,500
30' BALTIC CRUISER '61. New rig, new sails, needs some work.....	Bargain
30' YANKEE '73. S&S dsgn, 8 winches, gd inventory, hyd. backstay, more.....	29,900
30' U.S. '81. Volvo dsl, stereo, hot pressure water. Eager seller.....	36,000
30' NORTHSTAR 1000 '73. Fast S&S sloop, Atomic 4.....	20,000
30' PEARSON '79. Atomic 4, VHF, clean.....	Offer
29' BRISTOL '77. Herreshoff design. Diesel.....	Inquire
29' COLUMBIA '65. S&S design, nice shape.....	19,900
28' CUSTOM CAT KETCH '81. Unique, fast, cold molded beauty.....	55,000
28' HERRESHOFF Ketch '50. The real thing in very nice condition.....	
27' SANTANA '71. Inboard dsl., and extras.....	18,000
27' CATALINA '72. Atomic 4, VHF and more.....	Inquire
27' CAL 2-27 '76. Clean class boat from Great Lakes. Extras.....	Inquire

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration and the inevitable bizzare Snafu, please call and list your boat.

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Savings per day = \$99.00.
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per month to save \$50.00
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'68 SANTANA 22.....4,600	'79 O'DAY 30.....41,000
'79 STAR BOAT.....7,000	'76 RANGER 33.....44,500
'69 CAL 20.....4,400	'82 CAVALIER 39.....104,000
'83 CAPRI 25, trir.....12,500	

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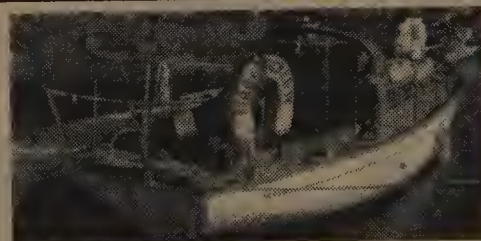


ASSOCIATED YACHT BROKERS, INC.

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"Estate Sale". 1974 53'6" Custom Skookum f/g ketch "motorsailer". Westerbeke 115 hp diesel, 7.5 kw Onan gen, VHF, radar, ADF, AP, Sat-Nav, log, knotmeter, and much more — previous owner invested \$300,000 in this fantastic "motorsailer" but did not complete — "Needs Finishing Touches". Estate says sell! **Asking \$235,000.**



1967 Cheoy Lee 31' ketch, a very popular classic design boat — Volvo Penta diesel, VHF, DS, CB, dodger, stereo, windspeed, knotmeter, plus much more — a recent trade. Asking \$39,500.

30' '80 Islander Bahama, dsl slp. 39,900	37' '77 Island Trader kch.....63,000
31' '67 Cheoy Lee kch, f/g, dsl... 39,500	40' '72 Trintella kch, dsl.....129,000
31' '79 Pearson slp, f/g, dsl.... 44,000	41' '79 Caribe aft ckpt ctttr, dsl...120,000
33' '74 Pearson 10 Meter, f/g, gas45,000	44' '77 Peterson slp, dsl.....134,900
36' '73 Columbia Mk, slp, gas... 42,000	44' '75 Peterson slp, dsl.....117,500
37' '76 Gulfstar, slp, dsl.....80,000	51' '83 Formosa piloths kch, dsl125,000



CHEOY LEE 36

1976

Classic Luders designed ketch. This midshipman has PVT double bed stateroom. Excellent live-aboard cruiser, well-equipped. Sausalito berth. Immaculate condition.

\$85,000

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M-F 9-5



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25' Yukon Delta.....	15,000
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28' Bay City, diesel.....	11,500
34' Chrls Craft Catalina.....	38,500
37' Pearson.....	55,000
38' Pacemaker.....	60,000
39' Pacemaker.....	65,000

SELECTED SAIL

22' Columbla.....	4,650
22' Chrysler.....	5,500
23' San Clemente.....	10,500
24' Cal.....	6,250
25' Freedom.....	29,500
26' Chrysler.....	11,500
26' Pearson.....	13,500
26' North Sea pilothouse.....	33,000

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45' CRUISING SLOOP



L.O.A.: 45'

Beam: 11'

Draft: 6'2"

Design: C. Morgan

Year Built: 1978

Power: Volvo MD3B

Asking ... \$135,000

A fast cruising sloop and a proven sailer (New Zealand and back in one year). Roller furling main and genoa (Famet) make this yacht a joy to sail with or without crew. Full electronics include SatNav (Tracor interfaced log & compass), Weatherfax (Alden IV), Loran C (Micrologic), ham (Swan), 2 VHF's, autopilot, R/O watermaker (Standard). Custom interior of teak and Honduras mahogany includes refrigeration, on demand hot water, S/S 3 burner with oven & broiler, Hitachi mini component stereo.

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CENTURION 47

Builder: Henri Wauquiez

35' Pretorien — New At Our Dock — 38' Hood

SAIL.....	'80 24'	J/Boat.....	reduced to.....	12,000
	'69 27'	Trimaran.....	18,000
	'76 27'	Cal.....	try.....	18,500
	'82 27'	Catalina.....	like new.....	24,000
	'72 27'	Offshore Cheoy Lee.....	try.....	19,500
	'72 27'	Trimaran.....	18,000
	'76 35'	Ericson.....	sharp.....	50,000
	'82 37'	Tartan.....	loaded.....	95,000
	'80 42'	C/C Vagabond kch.....	liveaboard.....	93,500
	'78 43'	H/C.....	ready to cruise.....	125,000

POWER.....	'73 28'	Bertram.....	34,000
	'74 30'	Chris.....	(2) from.....	28,000
	'79 36'	Litton trawler.....	55,000
	'66 37'	Owens.....	sharp.....	43,000
	'81 41'	Roughwater.....	bristol.....	89,000
	'71 42'	Grand Banks.....	loaded.....	105,000
	'79 43'	Viking.....	will take property.....	210,000
	'81 45'	Lancer.....	twn turbo dsl.....	130,000
	'50 52'	Stephens.....	restored.....	130,000

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SAUSALITO, CA 94965

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44' CHEOY LEE KETCH

1979. Thoughtfully equipped for extended cruising. Looks new.
Asking \$159,000.



41' FREEPORT

Custom cockpit enclosure. 100 hp diesel, a gold plater. Foundation boat priced, just reduced to \$85,000.

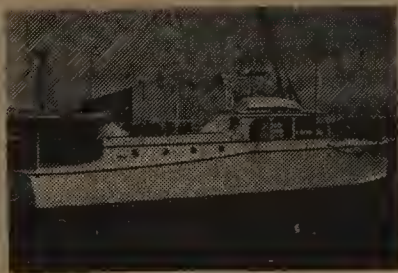
SAIL — PARTIAL LIST

15'	AEOLUS sail/row dinghy, slide seat, trlr.	try	\$1,275
22'	PEARSON, full keel, 6 sails, new LP, Ilfelines. try		4,950
24'	VENTURE, new sails, loaded w/gear, trlr.		4,350
25'	VENTURE, great shape, motor, trlr, wlll trade. . .		5,000
25'	LANCER, outstanding cond, well equlpt. . . try. .		6,200
25'	CORONADO, rlgged & equlpt to crulse. . . . ask		7,500
26'	PIC sloop, all mahogany, classic. a steal at		1,500
26'	EXCALIBUR class sloop, full race, clean. . . only		7,950
29'	ERICSON, very well equlpt, owner anxious. . . try		23,000
30'	FISHER PILOTHOUSE ketch, dlesel, radar, etc. .		55,000
36'	ISLANDER, wheel steering, dsl, full cruise. . . .		49,000
41'	MORGAN OUTISLAND, estate sale. try		57,000
50'	COLUMBIA, outstanding, long list of gear.		89,000



36' 1936 STEPHENS

Classic, twin engines, new paint, refastened, new upholstery.
Only \$18,000.



46' HUTCHENS CLASSIC

1920. Tri-cabin with 471 GM diesel & diesel auxillary generator set. Great liveaboard.
Only \$16,500.

POWER — PARTIAL LIST

20'	CHRIS SPEEDBOAT, '46, \$22,500 invest. . . . only	10,000
23'	SEABIRD, Flybridge, twn Volvo 1.0., trlr. try	7,200
24'	SEARAY, complete rebuilt & refinished, trlr. . . .	12,500
30'	STEPHENS Classic Sedan, '38, 2nd owner. . . try	12,000
32'	STEPHENS '48 Sedan, V-drive, very roomy. . . only	12,500
36'	STEPHENS Sedan, twin diesels. . . . a bargain at	22,500
36'	PACEMAKER Flybrdg Sedan, rebt engs, repotry	14,500
36'	CHRIS tri-cabin, '70, loaded, great liveaboard. . .	29,500
36'	STEPHENS flush deck, tri cabin, twn GM dsls. . .	50,000
36'	SPORTFISHER/work boat, 350 Chev eng.	7,500
36'	COMMERCIAL boat, GM dsl, radar, etc.	12,500
36'	NEWPORT trawler, single dsl, very roomy.	49,500
38'	PETERSON VIKING, twin GM dsls. try	33,500
38'	STEPHENS Sedan, '47, great liveaboard. . . . only	31,500
40'	CRUIZON Flybrldge Sedan, Cummins dsl.	55,000
42'	CHRIS flush deck tri cabin Connie, A-1.	49,500
47'	STEPHENS trl cabin yacht, will trade.	67,000
51'	STEPHENS trl cabin, twn GM dsls. try	90,000
55'	CHRIS flush deck, trl cabin, twn dsls. try	85,000
57'	CHRIS CONNIE, motor yacht, bristol.	95,000

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34'

SPARKMAN & STEPHENS yawl
\$29,000



26' WHITTING

1st in div, '84 Swiftsure Race Week. Exc cond, 16 bags sails, tandem axle trailer.
\$13,500.

A FEW OF OUR MANY LISTINGS FOR YOUR INSPECTION

LENGTH	SAIL	ASK'G
20'	FLICKA, clean, diesel.	Offers
22'	HERRESHOFF EAGLE, gaff.	11,000
22'	KING FISHER, Chinese rig.	16,000
24'	COX English sloop, M-M veteran.	8,900
25'	ED MONK sloop.	7,500
25'	HUNTER, loaded, trailer.	25,000
26'	BALBOA, loaded, trailer.	12,500
26'	PACIFIC CLIPPER, teak hull, diesel.	12,500
26'	PACIFIC CLIPPER, glass hull.	17,900
26'	'MAGIC BUS', full race, 1/4 T. Trade / Offer	
27'	CORONADO, clean.	15,000
28'	H-28's. 3 start'g at	17,000
28'	LANCER.	21,000
29'	CAL 2-29.	31,500
30'	GARDEN sloop.	22,000
30'	LAPWORTH Motor Sailer.	20,000
32'	WESTSAIL.	39,950
32'	TUMLAREN class, double-ender.	25,000
32'	WINSLOW gaff sloop, M-M wlnner.	35,000
32'	ALDEN traveller.	27,500
33'	WINDWARD sloop, cruise equipped.	29,000
34'	SPARKMAN & STEPHENS yawl.	29,000
35'	CORONADO, liveaboard.	38,000
35'	COLUMBIA 10-7.	57,000
37'	FORMOSA ketch, excellent cruiser.	59,000
37'	ALDEN schooner, classic.	47,000
38'	DOUBLE-HEADED yawl, 'Ming', cruise equipped. .	68,000
38'	KETTENBURG K-38.	25,000
38'	LAURENT GILES sloop, 'Tilly Whim'.	38,000
39'	YORKTOWN sloop.	65,000
39'	ERICSON.	59,000
40'	OA CUSTOM cutter 'Alia'.	70,000
44'	LA FITTE, trade down, with slip.	Offers
45'	BURNS NZ ketch.	108,000
48'	GARDEN ketch, cruise equipped.	134,000
68'	CULLER topsail schooner, 'Ellas Mann'.	165,000



38' LAURANCE GILES
Cutter. Absolutely immaculate,
fully equipt & fast!
\$38,000



28' H-28's
3 to choose from.
Starting at \$17,000

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45'	LAKE UNION, immaculate.	65,500
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20' WINDROSE & trailer.....	\$5,400
21' AQUARIUS & trailer & outboard.....	6,950
22' COLUMBIA, very clean, be a good starter.....	5,500
22' CHRYSLER, '77, hardly used, needs TLC.....	5,900
24' SEAHORSE yawl, plywood, nice.....	6,000
25' CORONADO, we have 2, very popular on S.F. Bay.....	6,500 & up
25' HUNTER, a lot of extras on this one.....	6,500
26' BALBOA, choose from two, both fixed keels.....	from 12,900
26' PEARSON.....	13,500
26' EXCALIBUR, '66, many extras.....	7,950
27' CATALINA, inboard, extras.....	19,500
27' ISLANDER, inboard, baby coming.....	17,500
27' CAL T/2, inboard diesel, instruments.....	16,500
27' BALBOA, 8.2 Evinrude 9.9.....	18,500
27' MORGAN, '74, 4 sails & 2 yr old diesel.....	offer/22,250
27' ERICSON, '73, inboard Atomic 4, 4 sails.....	26,500
28' ISLANDER, '77, pedestal & diesel, excellent buy.....	29,900
26' COLUMBIA, very clean.....	12,950
28' O'DAY, '79, lifelines, pulpits, owner anxious.....	23,500
29' COLUMBIA 8.7.....	28,500
30' ISLANDER MKII, '73, pedestal & inboard gas.....	Offer/25,950
30' BAHAMA ISLANDER, new listing, '79 pedestal/diesel.....	37,500
30' PACIFIC, full keel, inboard, needs TLC.....	Inquire
32' ISLANDER, '77, pedestal & dsl, good value, owner anxious.....	45,500
32' ERICSON, '74, Atomic 4 & pedestal, 4 sails.....	32,000
33' HUNTER, diesel, wheel.....	Inquire
34' SUNSET, old wood full keel, make us an offer.....	Classic
36' HUNTER, baby coming, boat goes!.....	58,900
36' ISLANDERS: S.F. Bay Area leading 1-design class.....	Several
38' C&C, we have 2 available, one at \$59,500; one at 89,500.....	
38' DOWNEAST, full keel, right behind our office, see it.....	77,000
39' YORKTOWN, fine for liveaboard.....	75,000
39' CUSTOM PILOTHOUSE Motorsailer, by appointment.....	168,500
41' FREEPORT ketch, great liveaboard/cruiser.....	Inquire
41' CT, '77, owner anxious.....	77,500
41' CHEOY LEE ketch, bristol condition.....	109,000
41' MORGAN OutIsland.....	Inquire
42' WHITBY ketch, many extras, make offer.....	120,000
44' PETERSON, '75, 4 sails, Perkins diesel.....	117,500

FEATURED BOAT OF THE MONTH: \$89,900

TRADE UP! 40' 1979 ISLANDER PETERSON. TransPac equipped, Loran, 10 man canister liferaft, 10 bags sails, S.S.B., RDF, Barient winches, loaded. Replacement value: \$140,000.

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22' Santana.....	1969...	6,000.00
22' Falmouth Cutter.....	1979.....	\$29,900.00
24' Bristol..... 2 available.....	'67, '78..	frm 8,500.00
26' Columbia MKII.....	1971.....	12,500.00
27' Santana.....	1968.....	12,500.00
27' Point Hudson sloop.....	1982.....	60,000.00
28' Albin Cumulus.....	1982.....	33,000.00
29' Cal 2-29.....	1975.....	31,500.00
30' Pacific 30 (P-30).....	1972.....	12,500.00
30' O'Day.....	1978.....	42,000.00
31' Cheoy Lee Offshore Ketch.....	1967.....	30,000.00
32' Aries.....	1974.....	39,500.00
32' Islander.....	1975.....	39,500.00
34' Cal 34..... 2 available.....	'68, '69.....	frm 34,500.00
37' Island Trader Ketch.....	1977.....	63,000.00
38' Elvstrom Super M.S.....	1979.....	75,000.00
38' Ingrid Ketch..... 2 available.....	'77, '83.....	frm 82,500.00
40' Cheoy Lee Midshipman Ketch.....	1976.....	90,000.00
41' CT 41 ketch.....	1975.....	75,000.00
28' Hallberg P-28.....	1958.....	12,500.00
28' Original H-28..... 2 available.....	'46, '50.....	frm 19,000.00
30' Spitsgatter.....	1948.....	39,500.00
34' Master Mariner "Grampa".....		3,000.00
36' Gilmer Auxiliary Ketch.....	1979.....	99,900.00
38' Farallone Clipper.....	1960.....	40,000.00
40' Master Mariner Sloop "Syrinx".....	1936.....	59,500.00
40' S & S Bermuda Yawl.....	1953.....	93,500.00
40' S & S Auxiliary Yawl.....	1960.....	67,000.00
40' Kettenburg K-40.....	1961.....	45,000.00
45' Custom Cruising Ketch.....	1974.....	Inquire
50' Lapworth/Cheoy Lee Sloop.....	1962.....	69,000.00
24' Reineil.....	1978.....	15,500.00
38' Pacemaker Sportfisher.....	1965.....	39,995.00
63' Tunafisherman, flg.....	1984.....	375,000.00

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HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."

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Less than two years old, this boat is ready to
leave tomorrow.

Designer: J. Lidgard

LOA: 49'2"

Beam: 13'

Draft: 7'

Displacement: 18 tons

80 hp Ford diesel

Sailing Dinghy & Outboard

9 hp Mitsubishi diesel

All safety equipment, wood stove, 3 burner
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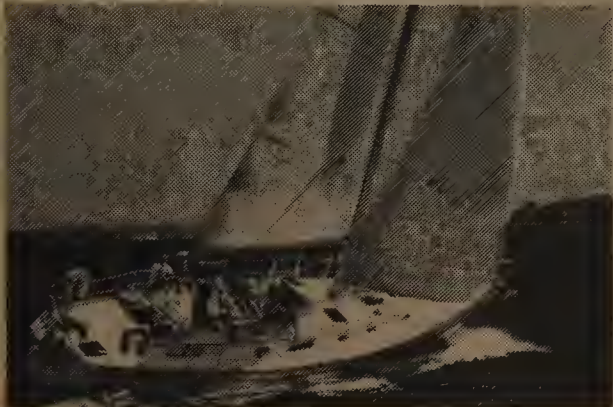


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Rave reviews for this centercockpit vessel. Every option Bristol offers. Hood electric stoway mast, radar, Loran C, pilot, refrigeration, full teak interior. See this vessel, you'll love it!



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- Aft cabin with private head • Teak trim interior
- Much, much more.

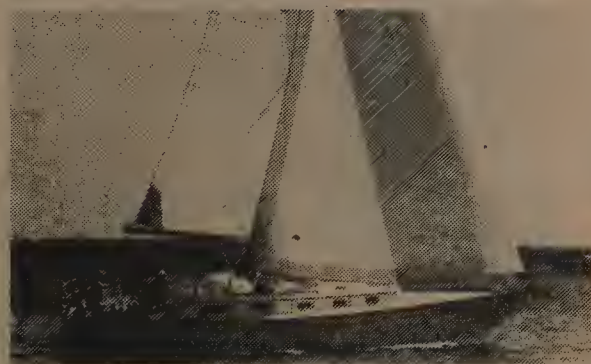
\$169,000

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Bristol 38.8



Brand New Superior Bristol Luxury & Design

You may have seen this fine yacht at the recent Moscone Show. Full electronics, wheel steering, dark blue hull, custom teak and s/s fitted toe rail. Beautiful interior and exterior.

- Polished stainless fittings • Varnished exterior
- Full electronics • 120 jib & sail cover • Universal 44 hp diesel engine • Propane stove with oven • Fitted racks with dishware • V-berth forward cabin
- Roomy main salon

\$119,000

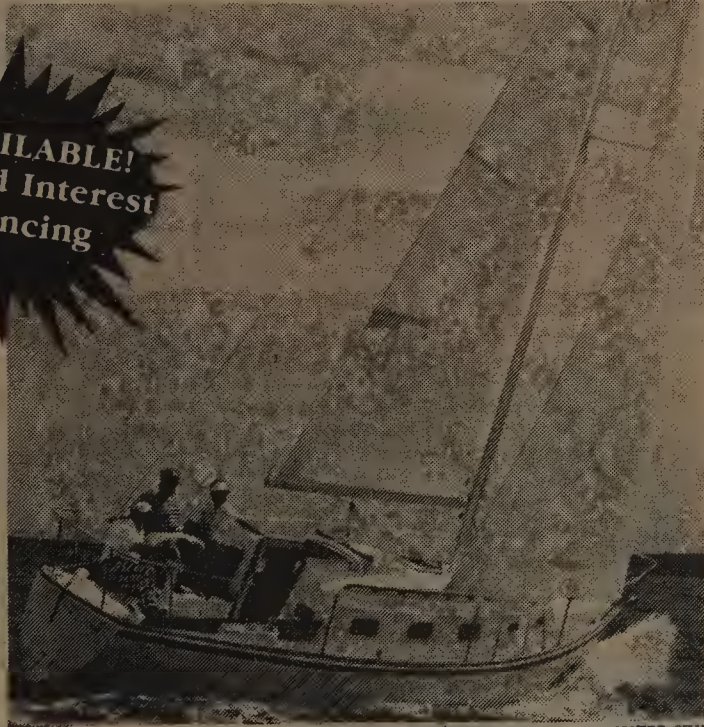


PACIFIC 40 YAWL

Traditional design by Knute Rainer, built by Dektor of Holland of African mahogany on oak, bronze fastened. Teak decks, full spinnaker gear, 8 sails with regular and club footed jib, Dinky, 6 man Avon life raft, full cruising ground tackle, new BMW diesel engine, 110 refrigeration, CHG stove. Custom built and in excellent condition.

\$74,500

NOW AVAILABLE!
11 1/2 % Fixed Interest
15 yr. Financing



SISTER SHIP

BRISTOL 29.9

American built to very high standards with an original owner that lavished care and attention on this lovely cruising yacht that is ready to be passed on to the next owner. Diesel engine, Edson wheel steering, Custom Dodger, VHF, Knotmeter/log, shorepower, she is in beautiful condition.

\$49,950



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MILANO YACHTS

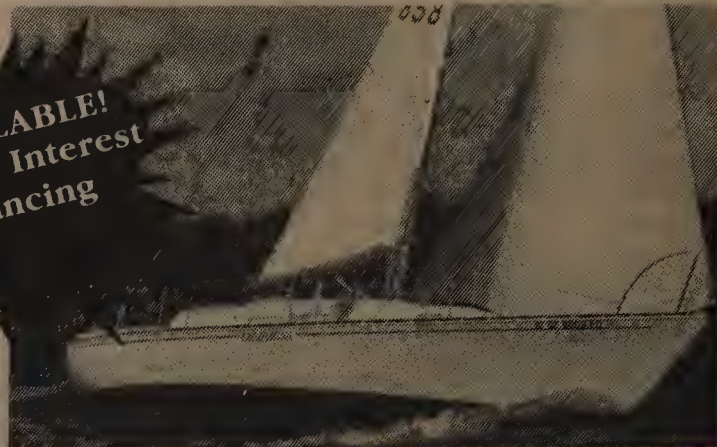
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30' C & C 1/2 Ton

One of three in the Bay Area. Custom built and equipped, flush deck with accommodations for a racing crew. Extra mast, 12 sails, rod rigging. Competitive in YRA or MORA. An ideal choice for someone looking for quality with a racing heritage. **\$37,500**

NOW AVAILABLE!
11 1/2 % Fixed Interest
15 yr. Financing



C & C 35 MKI

Excellent Bay and Coastal Cruiser. Stiff, good gear and very well maintained. **\$54,950**



C & C LANDFALL 38

The cruising 38 that shows her stern to the pack and offers luxurious living at anchor. This one owner Landfall is perfect in every respect and is a must see. **\$88,950**



YOUNG SUN 35

A Bob Perry designed cutter with full keel and canoe stern. She has a U-shaped galley, full and shower and large V berth. FWC 30 hp Yanmar diesel, loads of storage, a beauty for the cruising couple. **\$75,000**



ERICSON 27

Inboard, instruments, legal head, three sails. This 1973 one-design class yacht is perfect for the Bay. **Now \$20,000**



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J-30

An extensively equipped and maintained J-30. She has been successfully raced in S.F. Bay and off-shore under PHRF, IOR and MORA. Close inspection shows attention to detail in special rigging and sail handling gear. Class sails plus additional spinnakers and blooper. Still competitive and in beautiful condition.

\$43,500



C & C 25

Quality and performance in a fully equipped racer/cruiser. Extensive inventory including six sails (2 chutes); Headfoil II, Barients, VHF, racing bottom finish, full spinnaker gear, a stiff able bay boat that will surprise a lot of bigger brothers. **\$16,750**

- 38' ERICSON 38 Tri-cabin, Diesel, late model, sacrifice . 87,500
- 41' BRISTOL 41 Center Cockpit, Aft Cabin, Loaded . . . 169,000
- ★ 41' CHEOY LEE Radar, Auto Helm, Loran 105,000
- 41' NEWPORT 41 Rod Rigging, S/T winches, Furling . . 87,500
- 41' ISLANDER FREEPORT 41 Microwave, TV 79,000
- ★ 47' CHEOY LEE OFFSHORE 47, Honolulu Vet 115,000
- ★ 50' GULFSTAR So. Pacific Vet., loaded, better than new 185,000

CLASSIC CRUISERS

- ★ 30' P Classic Nickols design, O/B, 4 sails 11,000
- ★ 30' BALTIC CRUISER Inboard, Wood w/fiberglass over . 13,000
- 30' ALBERG OYDESSY YAWL Very clean, purists delight 38,950
- 32' PEARSON VANGUARD New LPU, clean, Atomic 4 . . 28,950
- 32' PEARSON VANGUARD New rigging, auto-helm, DSL 35,000
- 36' CHEOY LEE Clipper Ketch, loader 64,600
- 40' PACIFIC 40 YAWL European Quality, BMW diesel . . 74,500
- ★ 46' GARDEN KETCH Loaded, 6 sails, diesel, proven . . 125,000

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- ★ 21' NORTHWEST Diesel, Pocket Cruiser, Delta Special . 10,000
- ★ 21' SPRIT 6.5 w/Trailer Clean, simple, family fun, 2 from 6,500
- 22' S 2 GRAND SLAM 5 bags North, Spinn. & Trailer . . . 12,000
- ★ 2-24 CAL 3 Sails, anxious owner 7,000

EXHILERATING HIGH PERFORMANCE — RACE READY

- ★ 24 J-24 Class Sails, Spinn., priced right 11,500
- 25' SANTANA 525 Go fast, one design. 2 from 15,500
- ★ 25 SEIDELMANN 4 Sails, nice condition 14,500
- ★ 29' BUCCANEER 295 '84 SSS Farallones Winner, Fast . . 39,000
- ★ 30' J 30 Very clean, lots of sails, ready to go 43,500
- 34' WYLIE 34 Class sails, good electronics 59,000

C & C's GALORE — RACE OR CRUISE

- ★ 25' C & C 6 sails, custom rigged, clean 16,750
- 30' C & C 1/2 TON 12 Sails, rod rigging, custom . . . 37,500
- ★ C & C 35 MKI Very clean 54,950
- ★ C & C 35 MKII Lots of gear 64,500
- C & C 36 Custom rig, loaded, Loran C 89,500
- ★ C & C 38' LANDFALL R. furling very clean 88,950
- C & C 40' As new, spinn., good electrics 115,000

GREAT STARTER — CRUISING BOATS — IB & OB

- 20' CAL Great Bay boat, large 1-design 3,500
- ★ 24' WINDARD SLOOP Full Keel, good sailor, classic . . 7,900
- ★ 25' TANZER 7.5 Sloop GOOD BUY 9,500
- ★ 25' ERICSON 25+ Inboard diesel, Headroom, Tiller . . . 29,900
- 26' ISLANDER Sun cover, 4 sails, Bristol Condition . . . 25,000
- 26' PEARSON Needs TLC, Owner is anxious 15,500
- 26' INT. FOLKBOAT 4 sails, spinn., lines lead aft. 26,000
- ★ 27' SANTANA Diesel, 5 sails inc. spinnaker, lines aft . . . 18,000
- ★ 27' ERICSON IB/OB, good buys, 3 from 17,500
- 27' MORGAN BMW diesel, 5 sails, spinn. new wiring . . . 20,250
- 27' ERICSON Wheel, diesel, 4 sails w/spinnaker 28,000
- ★ 27' COLUMBIA 8.3 Inboard, Standing headroom, Offers 24,500
- 27' SUN 27 Inboard, Bob Perry design, very clean 27,500
- ★ 27' CATALINA 3 Sails, ready to go. 3 from 16,000
- ★ 27' CORONADO Needs a nice home OFFER
- ★ 28' COLUMBIA 1/B, none better on the Bay 17,000
- ★ 29' SUNWIND Diesel, 3 sails, European quality, reduced 34,900
- ★ 29' COLUMBIA 28 IB, 7 sails w/2 spinn. 18,000

MOVING UP — COASTAL CRUISERS

- ★ 30' ISLANDER BAHAMA Wheel, Signet, clean 44,500
- 30' ERICSON Well equipped, 3 sails, Inboard 27,000
- 30' S 2 9.2 C Center cockpit, aft cabin, Diesel 42,000
- 32' ENDEAVOR Easy to handle, good sailer, 2 from 55,000
- 32' ERICSON Inboard, well kept 34,000
- 34' CORONADO Aft cockpit, new LPU hull & top sides . . 34,950
- 35' ERICSON 7 sails, new interior, Wheel, Spinnaker . . . 49,500
- 36' ISLANDER 36 Inboard, Tiller, Clean, make your deal 55,000
- ★ 36' HUNTER Dodger, Dsl, s/t winches, R. Furling 65,000

LIVEABOARD EXPERIENCED OFF-SHORE CRUISERS

- 29.9 BRISTOL Wheel, Custom Dodger, Electronics 49,950
- 30' BABA 30 Cruising Cutter, Electronics, Windlass . . . 66,500
- 31' MARIAH Cutter, Diesel, Dodger, Much gear 61,000
- 35' RAFIKI 35 Diesel, Generous teak, spacious cruiser . . 67,500
- ★ 35' PERRY CUTTER Dsl., lots of tea, spacious 75,000
- 37' ANGLEMAN KETCH Diesel, teak decks 40,000
- 37' GULFSTAR New sails, new interior, has cruised 80,000
- ★ 38' OHLSON Swedish quality, many sails, needs TLC . . 56,500
- 38' DOWNEAST 38 Cutter, Diesel, 4 cruising sails 74,000

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28' LANCER	OFFERS
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29' CASCADE	22,500
29' RANGER	2 from 29,000
29' SUNWIND RACER/CRUISER	39,500
29' BRISTOL	49,950
30' CATALINA	34,500
30' PACIFIC	12,500
30' CORONADO	32,000
30' ISLANDER MK II	3 from 25,000
30' NEWPORT (PHASE II)	39,000
30' TARTAN	37,000
30' COLUMBIA	2 from 27,500
30' FISHER MOTORSAILER	64,500
30' CAL 3-30	29,500
30' WYLIE 3/4 TON	38,000
30' PEARSON	31,000
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30' US	36,000
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32' WESTSAIL CUTTER	49,900
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32' CENTURION	42,500
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32' ERICSON	32,000
33' CHEOY LEE	52,500
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33' APHRODITE 101	49,500
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34' WYLIE	59,000
34' CHRISTENSON	13,000
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34' CAL	2 from 36,500
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35' FUJI KETCH	69,000
35' ERICSON	42,000
36' ISLANDER FREEPORT	2 from 100,000
36' S-2 SLOOP	70,000
36' LAPWORTH SLOOP	32,500
36' ISLANDER	3 from 49,995
36' CHEOY LEE 'LUDERS 36'	76,900
36' COLUMBIA	39,500
37' TAYANA	90,000
37' ISLANDER TRADER	63,000
38' C&C	77,000
38' NORTHEAST	68,000
38' FARR SLOOP	89,000
38' FARALLONE CLIPPER	2 from 40,000
39' ROGERS 'SALT SHAKER'	124,900
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40' TRINTELLA IV	129,000
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41' COOPER 416	127,500
41' FREEPORT ISLANDER	125,000
41' MORGAN OUT ISLAND	89,500
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44' ISLANDER	65,000
45' COLUMBIA M.S.	2 from 98,500
46' CAPE CLIPPER	135,000
47' VAGABOND KETCH	150,000
47' OLYPMIC KETCH	125,000
50' COLUMBIA	79,000
50' GULFSTAR	190,000
58' RACING/CRUISER 'NATOMA'	270,000
60' MARCONI SLOOP 'SHAMROCK'	99,000
75' RON 'HOLLAND KETCH	850,000

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BURNS 30. Built by C&B Marine WEST Construction, inboard diesel, great racer/cruiser. Try \$15,000. What a give-a-way!



CENTURION 32. Built by Wauquiez, rare high quality cruising yacht, good sail inventory, diesel, shower, very elegant and comfortable. Price drastically reduced to \$37,500.



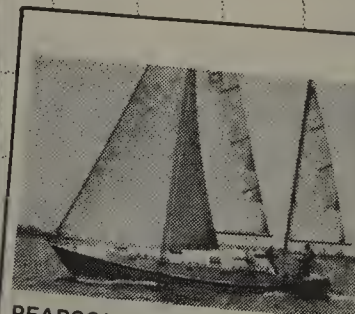
26' INTERNATIONAL FOLKBOAT. Sturdy and stiff Bay boat, superb condition, dodger, inboard diesel, owner financing available. Priced reduced to \$18,900.



ISLANDER 28. Almost new, well-equipped, popular Bob Perry design, one design racing class, inboard diesel, bank repo. Must sell! Call us for details.



CAL 29 — Price just lowered. You can see her at our docks. Nice and clean! Season one-design champ and GREAT cruising boat. OWNER ANXIOUS!

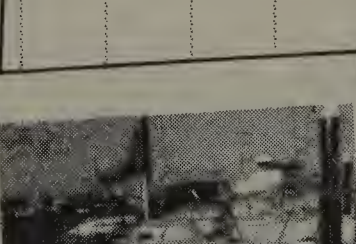


PEARSON 424 sloop. Very well-equipped and in superb condition. Loran, full electronics, etc. Seller very motivated and will consider offers.

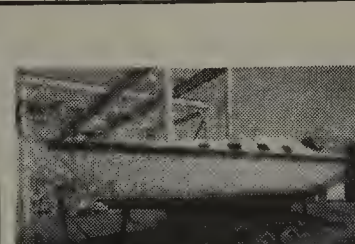
sistership, ketch shown in photo.



LUDERS 36 by Cheoy Lee. Incredible condition - honestly! This yacht is better than new, many upgrades - teak decks, classic lines in a sturdy cruising boat. Dsf, recent survey, cabin heater, etc. Call today for details on 'Dandy'.

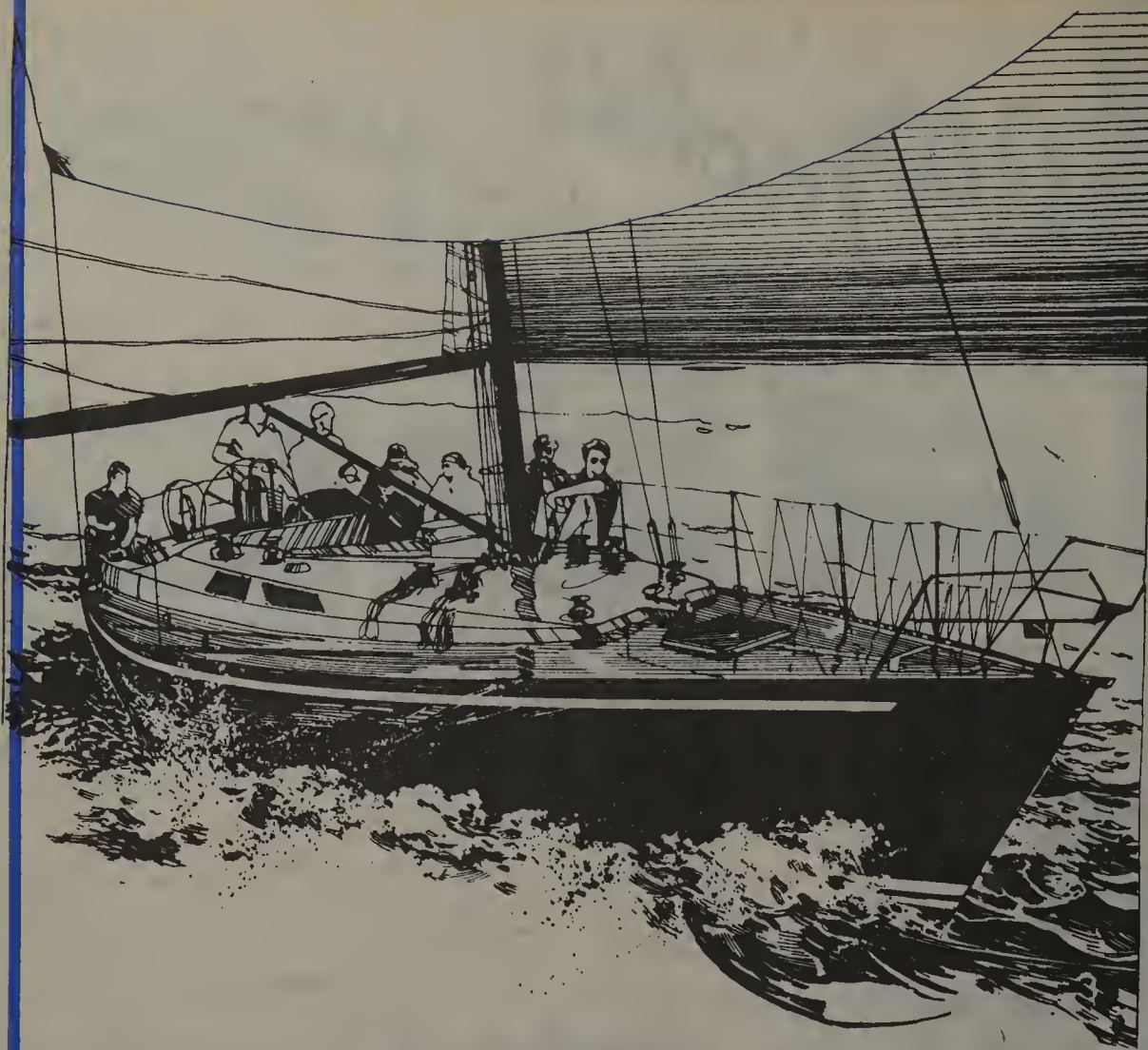


CAL 3-30. Dry and comfortable Lapworth design. Complete sail & equipment inventory. S.F. berth included. Seller wants out! This boat can be stolen.



LANCER 28. Inboard, wheel steering, full instruments, trailer, excellent condition. Owner says "sell her today, I'll listen to any offer!"

Paul Kaplan, Christine Kaplan, Mary Jo Foote, Hank Easom, Cindy Revel, Carolyn Revel, Craig Shipley, Lisa Salvetti, Rollo D. Dog.



THE PHILOSOPHY

The terms "dual purpose" and "racer/cruiser" litter the pages of yachting magazines, touting the race performance of 30,000-pound forty-footers with cat-ketch rigs or the advantages to your lower back when cruising on pipe berths. We are committed to building boats which are truly dual purpose.

Given racing hulls, we have devised several ways to save weight without compromising comfort. We have optimized the race potential by working with designers who do not depend solely on light displacement for speed. Balsa cored hulls and decks are obvious ways to save weight, but we also make, as standard, cored doors which have a solid look and feel but which weigh far less than solid doors. As another example, boats ordered with teak decks receive special attention in deck construction, so that the final product weighs only a small percentage more than the standard boat with glass decks, thus achieving a full cruising interior and handsome deck without sacrificing performance.

Beyond the inherent qualities of these boats, we also offer a level of flexibility unusual in anything short of the custom boat market, and the design department now employs five persons full-time. This allows not only for specific changes to specific boats, but it allows us to react quickly to positive suggestions for changes in the standard boats.

It has not been our policy to insult the buyer's intelligence by trying to tell him to what uses he can put one of our boats. Rather, our aim is to build boats of such design and quality that an individual may gunkhole, cruise offshore, ocean race or race around the buoys at his own whim.

When you get right down to it, no one really needs to own a sailboat. They are after all, "one of life's luxuries". So with that knowledge, why should one build something short of excellence when the reason for ownership in itself, is extravagance. Do not misunderstand us, we are not condemning lesser-made boats; after all, something is better than nothing. But after you have worked as hard as it takes to own a boat, why not go the extra mile and have the finest. That's our philosophy.

Information now available on the NEW BALTIC 35. Contact us today with your requirements.

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